MAY 19, 1962. VOL. CCXLIX. No. 3233. TWO SHILLINGS AND SIXPENCE

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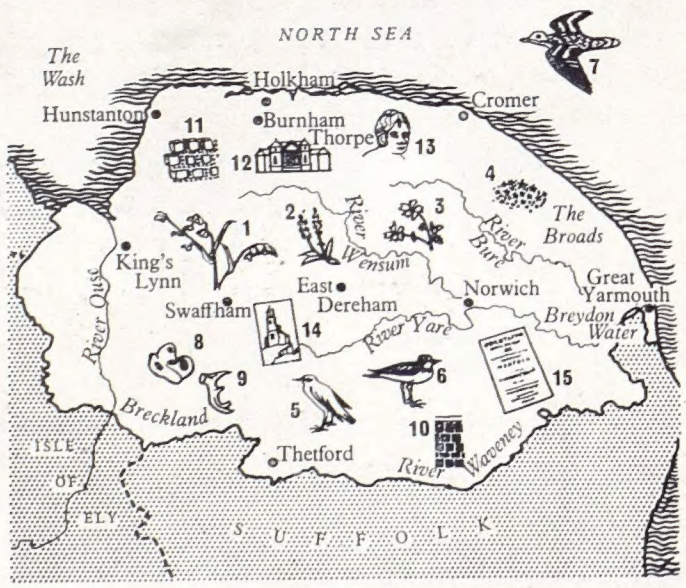
Shell guide to NORFOLK



Much of Norfolk, country of the North Folk, the northern group of East Angles, is a thin covering deposited by glaciers on top of chalk and flints. Light is continental and crisp. Soils are often dry – for instance, on the Breckland heaths, that most East Anglian district of sand and meres and Scots pines planted as windbreaks, of flowers such as Hound's-tongue (1), Viper's Bugloss (2), Musk Mallow (3) and Stonecrop (4) in golden tufts, and of birds such as the Wheatear (5), the Ringed Plover (6) and the Stone Curlew (7). Under the Brecks, at Grime's or Grimmer's Graves, neolithic miners groped for flint nodules (8) with picks of red deer antler (9), making Norfolk one of Britain's first industrial areas. Flint is one of the commonest building materials, surfaced, even squared in "flush work" (10), or used as rough pebbles. Bricks were anciently employed in Norfolk, sometimes with flint and "clunch" (11) (which is hard chalk). Slow rivers slide to the North Sea, great houses abound – such as Holkham (12). Churches with round towers are a speciality. So are turkeys for the Christmas market. So are great men, among them Nelson (1758-1805) (13), born in the rectory at Burnham Thorpe; the artist John Sell Cotman (1782-1842), represented here by a couple of his Norfolk etchings, one showing a round-towered church (14); and Sir Thomas Browne (1605-1682), Norwich physician and G.P., whose *Urne-Buriall* (15) contains some of the grandest sentences ever written.

The "Shell Guide to Wild Life", a monthly series depicting animals and plants in their natural surroundings, which gave pleasure to so many people, is published in book form by Phoenix House Ltd at 7/6. The "Shell Guide to Trees" and "Shell Guide to Flowers of the Countryside" are also available at 7/6 each. On sale at bookshops and bookstalls.

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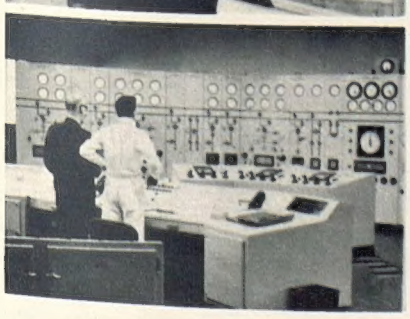
LIFE AS WE KNOW IT DEPENDS ON MEN LIKE THIS

tell people the facts and you're halfway home

—WORKING PHILOSOPHY OF RUSSELL BEARDSWORTH

Russell Beardsworth is superintendent of Aberthaw Power Station, South Wales—one of 230 superintendents working for the Central Electricity Generating Board. He is responsible for over 400 men and for equipment worth millions of pounds: equipment that must be kept running at peak efficiency so that the cost per unit of electricity stays as low as possible.



On completion, Aberthaw will contribute 600 megawatts—800,000 horse power—to the Grid. Already four of its giant 100 MW generating sets are in operation and are rated high on the efficiency chart. This means that Aberthaw, as a base load station, is called upon to supply power demands all round the clock.

Naturally, a power station 'super' depends absolutely on his staff: particularly on his deputy, on his skilled electrical and mechanical engineers, his efficiency and planning officers—indeed on everyone in the station. But his responsibility extends beyond the station itself. He is the Generating Board's local representative and therefore as much concerned with preserving good relations with his neighbours as with his own staff.

Russell Beardsworth sums up: "Whenever a problem arises, I make a point of explaining the situation as fully and frankly as possible. Once you've got people sympathetic, you're halfway home."

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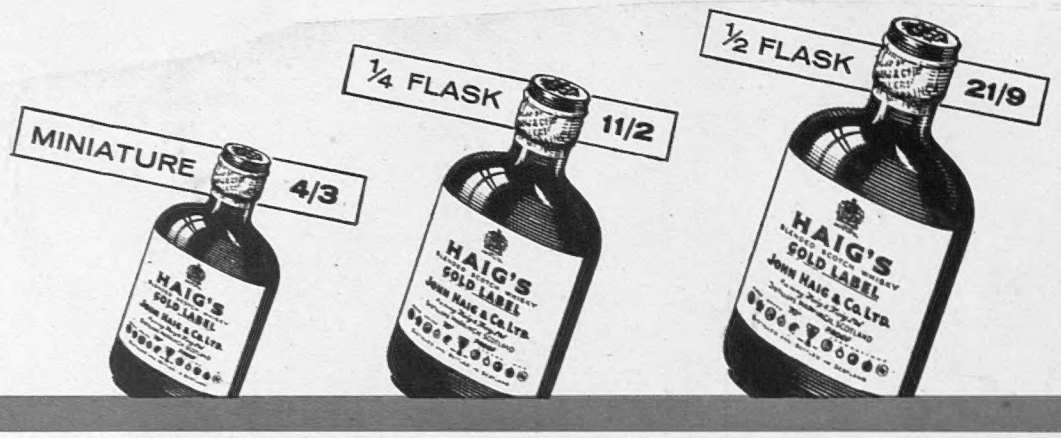

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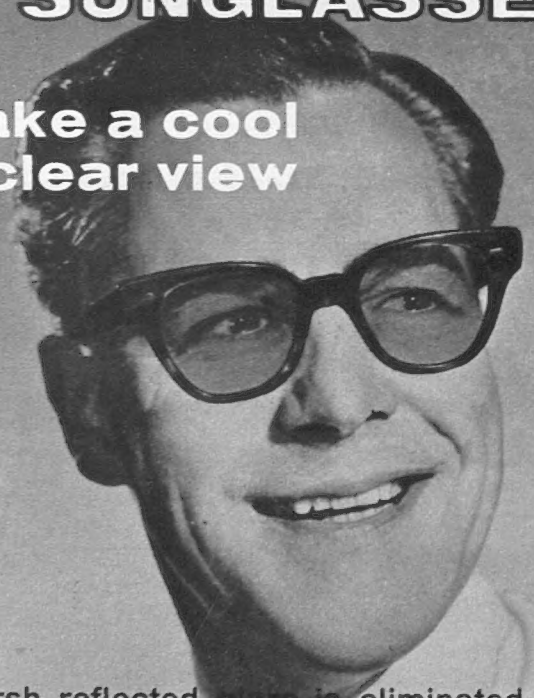

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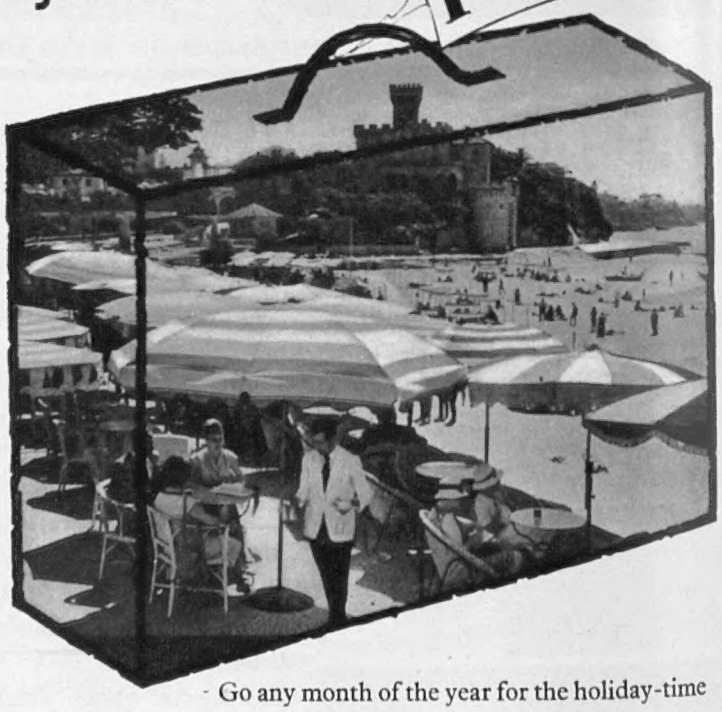

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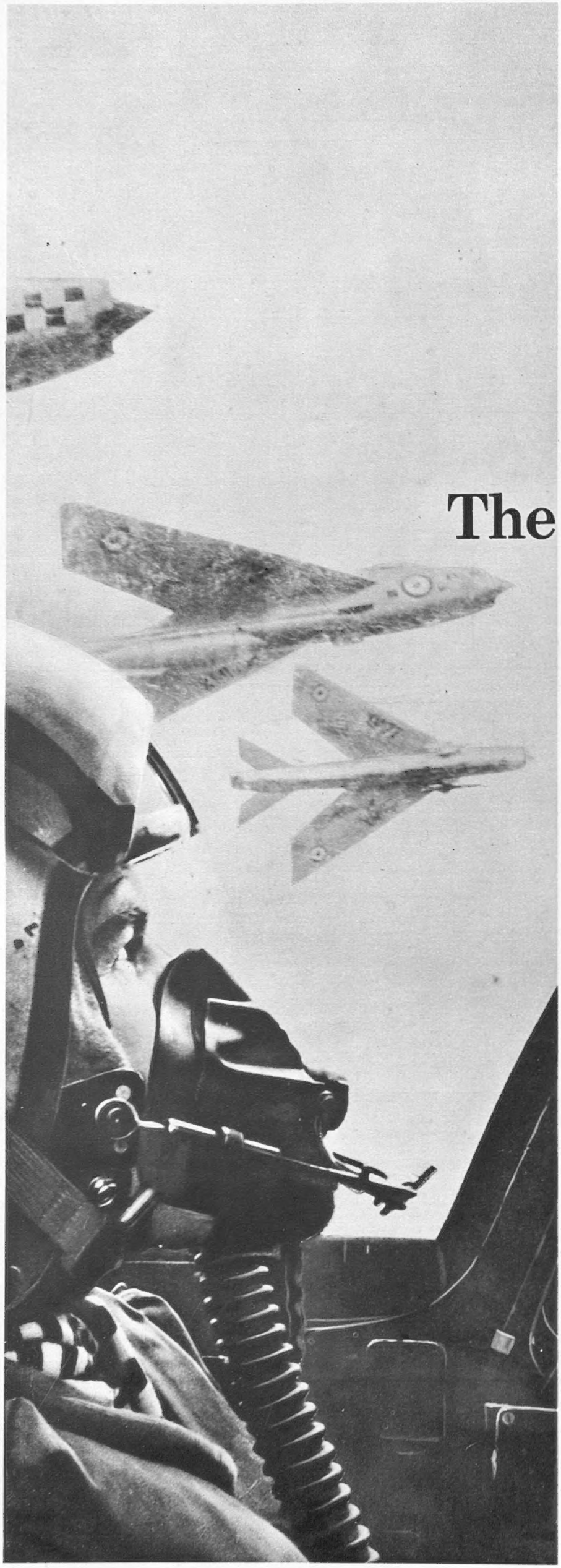

'Do you think the aeroplanes could do anything?'
—Cavalry Commander, 1912

This query triggered off the first successful operation carried out by military aircraft in Britain. Soon after the formation of the Royal Flying Corps in May 1912, the Army was on divisional manoeuvres. One commander had no information about the opposing forces. He called upon the small RFC detachment assigned to him. Shortly he possessed a detailed plan of the disposition of all the enemy troops. The value of military aviation was established for all time.

The fastest 50 years in history

Today, fifty years later, the crew of a 'V' bomber can photograph the whole of the Mediterranean in a single flight. The pilot of a modern fighter travels more than 1400 miles an hour *faster* than the pilot of those early days.

The aircrew officer since 1912 has been an explorer, flying new aircraft, performing new roles—and this is true of the young man who takes up a flying career in 1962.

Military aviation has come a long way in 50 years. Yet the future holds as great a promise as ever. Already tests are far advanced on vertical take-off aircraft. Soon the TSR2, the new supersonic low-altitude aircraft will be flying.

There can be no doubt that the next 50 years will see developments undreamed of by the pioneers who made them possible—and the need for men like them will be as great as ever.

To mark the 50th Anniversary of British military aviation, the Royal Air Force is holding a unique Open Day at R A.F. Upavon, Wiltshire on 16th June. There will be flying displays representing developments over the past 50 years, including aircraft from both world wars.

If you wish to know more about careers in the Royal Air Force, write for the booklet "Your Flying Career In The R.A.F." to Group Captain J. A. Crockett, R.A.F., Air Ministry (SPH 200), Adastral House, London, W.C.1.

The Royal Air Force

Volume CCXLIX No. 3233

THE SPHERE

LONDON, May 19, 1962

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With which are incorporated *The Graphic* and *Black & White*

CHURCH AND STATE IN ATHENS

Lord Home, Britain's Foreign Secretary; Archbishop Chrysostomos, the Greek Primate, and Dr. Ramsey, the Archbishop of Canterbury, enjoy a joke at the airport of the Greek capital. Lord Home was about to leave for London after attending the spring meeting of the Council of Nato. Dr. Ramsey had just arrived from Istanbul and had been met by Archbishop Chrysostomos. In Turkey the Archbishop of Canterbury had conversations with the Ecumenical Patriarch, Athenagoras I, as result of which it was decided to set up a joint Commission to examine agreements and differences in matters of doctrine between the Anglican and Orthodox Churches. On his return to London after his tour of the Near East, Dr. Ramsey described the decision to establish the commission as important. One of his major engagements in Athens was to deliver a lecture on " Constantinople and Canterbury " to the University. He began by saying that like so many English scholars " my debt to Athens is deep and almost lifelong." (John Connell on Nato conference, page 260.)

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NEWS SUMMARY

American military precautions in the Laos emergency; the local elections in Britain; Washington and Bonn differ over Berlin; Mr. Butler in Central Africa; strikes in Spain

SOUTH-EAST ASIA

The drawn-out tension in Laos turned into a major crisis last weekend. After the capture of the Royalist stronghold of **Nam Tha,** in the north-west of the State, the pro-Communist Pathet Lao forces were reported by the beginning of this week to be advancing on a wide front and to be threatening both **Luang Prabang**, the royal capital, and **Vientiane,** the administrative capital. According to sources in the neighbouring state of Thailand, most of the Royalist forces had fled and a large number had crossed the Mekong River into Thailand. In face of this situation, President Kennedy ordered U.S. Marine units of the Seventh Fleet to prepare to land in Thailand, thus to join a U.S. 1,000-strong battle group training there. U.S. airborne units in the Pacific were put on a stand-by basis. (The U.S. Seventh Fleet consists of 125 ships, 650 aircraft and 60,000 personnel, and is the strongest of the American Fleets.)

Over last weekend persistent efforts were made to find a diplomatic and political solution to the crisis. Rivalry between the three Princes of Laos had persistently thwarted the attempts of the Geneva Conference on Laos to gain implementation of its agreement to support a coalition neutralist Government under Prince Souvanna Phouma. The Right-wing Prince Boun Oum, supported by the Royalist military commander, General Nosavan, several times broke off discussions with Prince Souvanna Phouma and Prince Souphannouvong, the Pathet Lao leader. Stumbling block in the negotiations was disposition of the key Cabinet posts of Defence and Interior. One of the few rays of hope in the confused situation was the report that Prince Boun Oum had yielded to American pressure and had sent a telegram to Prince Souvanna Phouma conceding, on certain conditions, the nominations for these two posts. In **Moscow,** it was believed that Mr. Khrushchev had repeated his assurances that he desired to create a neutralist buffer state out of Laos.

Mr. Maudling, the Colonial Secretary, addresses the opening session of the Constitutional Conference on the possible Federation of the "Little Eight" (the rump of the West Indies Federation, without Jamaica and Trinidad). This conference was the first to be held at Marlborough House in its capacity as a Commonwealth conference centre

GREAT BRITAIN

The docks dispute was settled only twenty-five hours before the national dock strike was due to begin. It was agreed after meetings at the Ministry of Labour in **London** last week-end that workers on time rates would get an increase of 1s. 6d. a day among other concessions by the employers. The terms were due to be put before a dockers' delegate conference last Wednesday. It was estimated that the offer represented considerably more than the 2 to 2½ per cent. wage increase given as a "guiding light" for wage negotiations under the intermediate phase of the Government's White Paper on Incomes.

The four-cornered by-election last Tuesday for the **Montgomeryshire** seat, caused by the death of Mr. Clement Davies, former Liberal leader, was watched with especial interest following the results of last week's borough and urban district elections in England and Wales. Last Monday, with only a few results outstanding, the position was as follows: Conservatives lost 817 seats; Independents lost 75; Liberals gained 510; Labour gained 381; and Communists gained 2.

THE UNITED STATES

At his Press conference in **Washington** last week President Kennedy said that the talks between America and Russia with a view to finding a solution of the Berlin problem are to continue. This statement was taken to be a rebuff to Dr. Adenauer, the West German Chancellor, who was reported to have been publicly sceptical about the talks and to have criticised the American plan for a 13-nation authority to supervise access to West Berlin.

On the previous day differences over Berlin between America and West Germany had caused a diplomatic sensation when it was learned that the West German Government had agreed to withdraw Professor Grewe, its Ambassador in Washington. The State Department was understood to have found his attitude on Berlin "extremely negative."

AFRICA

A Bill was published by the South African Government in **Cape Town** which proposed the death sentence as the maximum penalty for sabotage, thus making the offence subject to the same penalties as treason. The Bill gives sabotage a very wide definition, including the unlawful possession of firearms or explosives and the unlawful entry of any building or land. The Bill also extends the banning powers of the Minister of Justice in such fields as newspapers and public meetings. Commentators on South Africa considered that the Bill had been introduced to combat an increasing campaign of "non-personal violence" by underground organisations.

Mr. Butler was greeted on his arrival in **Salisbury,** in his capacity as Minister for Central African Affairs, by the announcement of a boycott of his visit by the only African party of significance in Southern Rhodesia, the Zimbabwe African Peoples' Union. He began full-scale talks with Sir Roy Welensky, the Prime Minister of the Central African Federation, on Monday of this week. A twenty-four-hour general strike was partially successful in Southern Rhodesia on that day, called by the S.R. African Trades Union Congress, one of Southern Rhodesia's two trade union organisations. The President, Mr. Mswaka, called the strike to assist a demand for African industrial wage increases. In urging strike action he referred to workers on Northern Rhodesia's Copperbelt who had been on strike since the beginning of May. (See also page 257.)

SPAIN

Little reliable information could be obtained early this week concerning the strikes in the mines of Asturias and in the provinces of Viscaya and Guipuzcoa, where a state of emergency had been declared. During the past months there have been periodic reports of strikes in various parts of Spain. The cause for the latest stoppages was said to be allegations by the workers that undertakings reached for pay increases had not been carried out. The strikers were understood to be taking their action for economic rather than political reasons, but it was believed that the underground opposition political parties were circulating leaflets urging more support for the strike movement. (The right to strike is not recognised in Spain. Under a state of emergency it becomes a serious offence. The instrument for labour relations is the Syndicate in which there are representatives of the Government, the employers and the workers. A dispute may be referred to a labour court.)

MIDDLE EAST

Colonel Serraj, who last week escaped from Mazza Prison, in **Damascus,** was reported to have called on President Nasser in **Cairo.** Colonel Serraj was President Nasser's right-hand man in Syria until just before the United Arab Republic broke up last September. In Syria itself reports from Damascus indicated that some of the politicians arrested during the Army coup last March had been released.

THE NEWS IN PICTURES

A COMB-OUT FOR TERRORISTS IN THE CENTRE OF ALGIERS

Troops stand behind barbed wire in one of the main shopping streets in Algiers during a search for Secret Army terrorists. Intensified security precautions were taken last Sunday, the fourth anniversary of the rising in Algiers which led to the return to power of General de Gaulle. From its headquarters at Rocher Noir, the Algerian Provisional Executive announced that, undeterred by terrorism, it proposed to work to the timetable laid down at the Evian Conference, which led to the cease-fire. The poll on self-determination will be held on July 1. Assuming there is a majority vote in favour of independence, it is believed elections for a Constituent Assembly will follow three weeks later. In Paris last weekend drastic security arrangements were being made round the Palais de Justice on the eve of ex-General Salan's trial

A ROYAL GESTURE AT SOUTHEND-ON-SEA

Below far left: A finger still pointing out to sea, the statue of Queen Victoria, which has overlooked the Pier at Southend-on-Sea in Essex since 1897, is seen after being removed from her plinth by workmen. The statue was taken to a site on the cliff-top at Westcliff, half a mile away

OFF TO NORTH AMERICA

The Duke of Edinburgh boards a B.O.A.C. airliner at London Airport at the beginning of a three-and-a-half week visit to Canada and the U.S.A. On arrival at Montreal he flew his R.A.F. Heron aircraft to Ottawa, where he was met by General Georges Vanier, the Governor-General of Canada, and Mr. Fleming, the Acting Prime-Minister. Last Monday Prince Philip opened the second Commonwealth Study Conference. The theme of the conference is "The human consequences of the changing industrial environment in the Commonwealth and Empire." It is being attended by about 300 delegates from thirty-five territories in the Commonwealth

Left: A LONDON BUS EN ROUTE FOR THE SWEDISH CAPITAL

DEMONSTRATIONS AGAINST THE GOVERNMENT IN LISBON

Far left: A Routemaster, London Transport's latest type of bus, is loaded aboard the s.s. *Fidra* in Millwall Docks, London. The vehicle was being taken to Stockholm to operate a special service at the British Fair being held in the Swedish capital from May 18 to June 3

Crowds throng the centre of Lisbon during demonstrations against the Government. Police opened fire and one woman was reported to have been killed by a stray bullet. At least nine people were wounded. Opposition to the authorities was also expressed by Portuguese students in Lisbon university. They staged a sit-down strike in protest against the Minister of Education's ban on their student day celebrations. Over 1,000 students were reported to have been detained at police headquarters. Almost all had been released by the start of this week

THE QUEEN INSPECTS THE YEOMEN OF THE GUARD

The Queen inspects her Bodyguard of the Yeomen of the Guard in the garden of Buckingham Palace with the Lieutenant of the Bodyguard, Major-General Sir Allan Adair (left). The Yeomen of the Guard, popularly known as Beefeaters, are a permanent body of veterans attendant on the British Sovereign. They are members of the Royal household and are in receipt of pensions for distinguished conduct in the field. They were founded by Henry VII in 1485 after the Battle of Bosworth, and were originally of his private guard who helped him to the throne

MR. MACMILLAN UNVEILS A STATUE OF LORD BALFOUR

Below right: Mr. Macmillan puts on his spectacles for a better look of the statue of Lord Balfour, after unveiling the sculpture in the Members' Lobby of the House of Commons. The statue, slightly larger than life-size, is by David McFall, and shows Balfour, who was Prime Minister from 1902-1905 and one of the most noted leaders of the Conservative Party, in a characteristic attitude with his thumbs in the lapels of his frock coat. Mr. Macmillan in his speech paid tribute to Lord Balfour as a statesman who "represented all that was most distinguished in public life"

U THANT AT MR. HAMMARSKJOLD'S GRAVE

Far right: U Thant, the Acting Secretary-General of the United Nations, lays a wreath of white flowers on the grave of Mr. Dag Hammarskjold, late Secretary-General of the U.N., in Uppsala cemetery in Sweden. The U.N. Commission of Inquiry into Mr. Hammarskjold's death last year in an air crash in the Congo, returned an open verdict on the causes of the tragedy

TEST CRICKETER IN THE EAST END

Below right: The Rev. David Sheppard bats at a chalked wicket during net practice with East End boys at the playground of the Mayflower Family Centre in Canning Town, London, of which he is warden. Last week he informed Sussex C.C.C. that he would be available to play for Sussex from June 20 until mid-August. He also informed the chairman of the M.C.C. Australian Tour Selection Sub-committee that he was available in any capacity for the M.C.C. tour of Australia next winter. He made it clear that this would be a temporary break from his work at the Mayflower Family Centre. He has played twelve times for England, captaining them twice against Pakistan in 1954. His last Test Match was against the West Indies in 1957

THE U.S. AMBASSADOR AT EARLS COURT

Far right: The United States Ambassador in Britain, Mr. David Bruce, acquaints himself with the working of a Lansing Bagnall fork-lift truck at the Mechanical Handling Exhibition at Earls Court, London. Earlier Mr. Bruce handed over a 1,500,000-dollar order to Sir Keith Joseph, Minister of State at the Board of Trade, for engineering equipment by Lansing Bagnall Limited, of Basingstoke. (For pictures of the exhibition see pages 282-283)

THE NEWS IN PICTURES

MILITARY PARADE IN JERUSALEM ON ISRAEL INDEPENDENCE DAY

Tanks roll through the streets of Jerusalem in the military parade marking Israel Independence Day. The parade is held annually in the State, demonstrating Israel's determination to defend its borders against its neighbours. The British mandate in Palestine ended in May 1948, when the Jewish National Council proclaimed a Jewish State of Israel. Immediately the country was invaded on all sides by its neighbours and hostilities did not cease until 1949 under agreements signed under U.N. auspices

THE PRIME MINISTER AND NEW PRESIDENT OF ITALY

Below right: In Rome, the Italian Prime Minister, Signor Fanfani (left), congratulates Signor Segni upon his election as President in succession to President Gronchi. The election for the presidency—nine secret ballots were required—was the most protracted of the three Presidential elections since Italy became a Republic. Signor Segni, who took office last week, is a Sardinian, the first to attain the highest office in the State, and had been Foreign Minister since 1960. Aged seventy-one, he was twice Prime Minister

MR. BUTLER LEAVES FOR CENTRAL AFRICA

Far right: Mr. R. A. Butler, in his capacity as Minister responsible for Central African Affairs, leaves London Airport with his wife for a seventeen-day visit to the Federation of Rhodesia and Nyasaland, for talks with leaders of all races and officials there on the future of the Federation. Before he left last week, Mr. Butler opened a debate in the House of Commons on a motion seeking support for the Government's attempts to seek a solution to Central Africa's problems. In the debate he acknowledged the unwillingness of Nyasaland under the Malawi Party of Dr. Hastings Banda to remain in the present Federation

CHINESE RITUAL IN HONG KONG

A team of Chinese Lion Dance performers go ashore on a small island outside Hong Kong harbour during the day-long celebrations of the birthday of Tin Hau, a goddess traditionally associated in Hong Kong with fishermen. With the widespread famine and hardship in Communist China, the Chinese population of Hong Kong has been increased by the flood of refugees from China. It has been estimated that 60,000 alone may reach Hong Kong a year by the sea route *via* Macao

A RUNWAY OVER A ROAD IN WEST GERMANY

Far right: A curious juxtaposition of forms of transport is at Stuttgart, in West Germany, where the runway of the airport has been extended to bridge the highway seen in the picture, thus creating the impression of an airliner moving along a road. The required length of the runway was greater than the airport space would allow

Guests at the reception held at Lancaster House, London, for past members of the Royal Flying Corps and the Royal Naval Air Service

Part of the special exhibition at the Imp

At Lancaster House, Air Marshal Sir Walter Cheshire, Air Member for Personnel, and Lord Carrington, First Lord of the Admiralty, welcome Lieutenant Tom Cooper

THE R.F.C.'S GOLDEN JUBILEE

The golden jubilee of the birth of British military flying was officially celebrated last weekend in London. Fifty years ago, the Royal Flying Corps, the forerunner of the Royal Air Force, was founded. In 1914 its naval wing officially became the Royal Naval Air Service, and in 1918, the two were reunited to form the R.A.F. Nearly 600 past members of the R.F.C. and the R.N.A.S. were present at a reunion at Lancaster House. Among them were such famous Air Force figures as Lord Tedder, Lord Douglas, Sir John Slessor, Sir John Salmond, and Sir Philip Joubert. In a brief ceremony at the Cenotaph, a wreath was laid in memory of those who died in the two World Wars. And at St. Clement Danes, during a commemorative service, a book containing the names of 13,945 R.F.C. and R.N.A.S. men and women, who died between the inception of the R.F.C. and September 2, 1939, was dedicated and then placed in a shrine.

(A special section to mark the R.F.C.'s anniversary was published on April 14)

From left, at the reception, are: Group Captain J. Leacroft, M.C.; Group Captain F. Sowery, D.S.O., M.C., A.F.C.; Wing-Commander C. B. Millet, C.B., O.B.E.; Flight-Lieutenant A. C. Man, M.V.O.; and, standing, Group Captain Sowery's son, Group Captain F. B. Sowery. **Right:** Sir Alan Cobham, K.B.E., pioneer long-distance flyer, and Mr. L. E. Bickel

War Museum in London commemorating the fiftieth anniversary of the R.F.C.

Standing at attention before the Cenotaph in Whitehall during the ceremony in memory of the members of the R.F.C. and R.A.F. who died in the two World Wars are, from left: Mr. Amery, Secretary of State for Air; Admiral Sir Caspar John, First Sea Lord; Lieut.-General Sir William Pike, Vice-Chief of the Imperial General Staff; Marshal of the R.A.F. Sir Thomas Pike, Chief of the Air Staff; Marshal of the R.A.F. Sir John Salmond; and Air Chief Marshal Sir Arthur Longmore

Display of old battledress at the Imperial War Museum exhibition. Second from right is the flying jacket once used by Marshal of the R.A.F. Lord Douglas and, right, the tunic of the "father of the R.A.F.," Lord Trenchard

In the Golden Jubilee Service of Thanksgiving at St. Clement Danes, London, the Chaplain-in-Chief of the R.A.F., the Ven. F. W. Cocks, dedicates the first volume of the R.A.F. Book of Remembrance. Bearing the Book is Flight-Lieutenant B. E. Tomlin. Behind are, left, Sir John Salmond and Sir Arthur Longmore. **Right:** The end of the service

JOHN CONNELL

NATO AND NUCLEAR WEAPONS

At the recent NATO meeting in Athens, the British representatives showed a sudden and dangerous passion for innovation. They put forward a plan for the control of nuclear weapons, which they claimed had been closely worked out in association with the American representatives and had every chance of being accepted. Both claims, it is felicitous to have to record, were utterly unsubstantiated.

Felicitous because the plan for " control " was itself moonmadness. It advanced the proposition that, if an attack against NATO on the ground had reached such proportions that NATO ground forces could not cope with it, the discretion to use non-strategic nuclear weapons should be left to the Army group commander in the area, who might be American or British or West German. To make the exercise of this discretion possible, British officials argued, the U.S. Government, or the authority of the President, would " release " nuclear weapons to a NATO commander. American officers would remain in technical control of the weapons but would have permission to let them be used.

The theoretical basis, if such it may be called, of this phenomenally foolish plan was the belief that it is possible to use tactical nuclear weapons without precipitating a total thermo-nuclear war. Its publication, with all the mixture of pomp and secrecy which surrounds an official " unofficial " leak, extracted a formidable roar of protest from a military friend of mine, who has at least as much experience of high command *in war* as any man living.

Lafayette, the first of a new type of Polaris-carrying submarines for the U.S. Navy, slips into the water after being launched by Mrs. Kennedy at Groton yards, Connecticut

In the middle of a holiday in Scotland he wrote to me: " To say that a ' Commander ' (Army Group or any other) can be expected to decide when to authorise the use of nuclear weapons because his troops can no longer cope with the situation confronting them seems to me to be fantastically unreal and vilely cynical. How can any sane person, with even the vaguest conception of the strains and responsibilities which any commander faces in war, believe that an Army Group Commander or anyone else is going to sit watching a situation deteriorate until it has reached a really critical point? Anyone with any knowledge of human nature must realise that no ordinary (most commanders are) human being is going to take such a risk.

" He will surely never allow matters to reach such a pass but will use his (non-strategic) nuclear weapons immediately—or probably before —there is the slightest doubt in his mind that he may lose his battle. Once he uses his non-strategic nuclear weapon to gain a tactical advantage, it is inevitable, in my opinion, that the other ' side,' or his own ' side,' will swiftly follow suit by using the all-out ' strategical ' deterrent. Frankly, all these completely unpractical and highly theoretical arguments frighten me. They frighten me all the more when I see them advocated by our own people who, with their vast experience of war —and peace—should be the last to put forward such ridiculous, unreal and, therefore, terribly dangerous, theories."

This letter, with every word of which I myself agree, on political, moral and psychological grounds (and not because I have a tithe of its writer's experience), reached me—such was my friend's promptness of decision—on the day that the U.S. representatives in Athens made it abundantly clear that their Government was not prepared to concede to NATO ground commanders any authority to use nuclear weapons on their own. And shortly afterwards, Mr. McNamara, the U.S. Secretary for Defence, reiterated the salutary warning that once a so-called " tactical " nuclear weapon is let off, strategic missiles are bound to follow. The theorists have (of course) a word for this inevitable though dreadful process: " escalation." This is an escalator which is to be avoided at all costs. Why did the British Government sanction a proposal which, in practice, could only bundle the world into the catastrophe which they—as much as anyone else—are anxious to avoid?

Is it one more symptom of the *malaise* of ten-year fumbling, from which in so many other aspects of its work the present Government has obviously been suffering? Or was it prompted by some deep, subconscious desire to reassert an independence of decision and control in these supremely critical matters?

Whatever the explanation, it was a deeply disturbing little manœuvre, of more than transient significance, and it was fortunate that the Americans, regardless of motives, would have none of it. The *Guardian*, whose defence policy has been, on the whole, consistent and realistic, called the British attitude " misjudged." It was a misjudgment which might have wrecked the conference; in addition, had it not been corrected by stiff American opposition, it might have wrecked the world.

This unhappy business apart, the NATO Council's meeting was not unhelpful, and afforded a chance for a thorough and far-reaching discussion of the strategy, the control and the supply of nuclear weapons in support of NATO's land-forces in Europe. What was missing, in my opinion, was a clear statement of fact on one major issue: is it not true that there is, in essence, no difference between " conventional " weapons and nuclear weapons if it comes to a major, all-out conflict between the U.S.A. and the U.S.S.R.?

" Conventional " forces with their " conventional " armaments have obviously a role to play in all the regions of minor—even if tiresome and bloodstained—friction, from Laos to the Middle East or Central Africa. But were a crisis to develop in a region of extreme tension—and Europe, almost by definition, is such a region—and there came a direct clash of interest, would either side, envisaging the possibility of defeat, draw a theoretical line or rather a series of theoretical lines, beyond which they would not take action until a given moment?

Is it not theory run mad to imagine a commander, or a political leader for that matter, saying " For such a phase, my conventional forces, for the next my tactical nuclear weapons, for the one beyond that my anti-missiles, then my anti-anti-missiles, and finally my missiles "? The maintenance and the disposition of the present fleet of Polaris submarines, which are practical factors in the world situation today, show how false and foolish such theories are.

The control of the weapons carried by these submarines is vested in the President of the United States, and in no one else. The last word on the use of such nuclear weapons as Britain possesses belongs to the Prime Minister. Neither can, neither ever should, delegate this responsibility, awe-inspiring as it is. But as one result of the Athens conference, the American and British Governments have agreed to keep their allies informed about the numbers and location of nuclear weapons available to support NATO's forces. They have also agreed that they will not withdraw these weapons without full consultation with their allies.

General Norstad, when he first came to Europe as Supreme Commander, was worried about keeping the " threshold " for the use of nuclear weapons as high as possible. His anxieties ought of late to have been diminished, not as a result of any sensational build-up of " conventional " forces, but by President Kennedy's decision to reduce the size of the United States' nuclear arsenal by several thousand atomic warheads.

The President and his advisers have become perturbed—and rightly so—by the spread of " tactical " atomic weapons among American formations, down to battalion and company level, as well as among units serving with Allied forces. Both the White House and the Pentagon are now laying stress—as General Norstad has done for close on two years—on a build-up of conventional forces to deal with military situations short of all-out war, and have become convinced that in some restricted conflicts the use of atomic weapons would be unfeasible as well as undesirable.

This shift in opinion is important. The next step is the recognition that, in the state of the world at present, all armaments, " conventional " as well as " unconventional," are not in themselves either " good " or " evil," " clean " or " dirty." They are all potentially useful and potentially disastrous—in equal proportions. A rifle today—fired in the wrong place at the wrong time—has its own thermo-nuclear warhead. If this is rough on Rifleman Atkins, rough on Pfc Earle K. Hoote, and rough on their opposite numbers in Russia, is there much consolation in thinking how much rougher it is on the two Mr. K.'s and Mr. M.?

An elderly Korean and his friend stare at a British member of the United Nations Honour Guard inside the pavilion of an industrial trade fair held in Seoul, the South Korean capital. The whole world over, from small children staring at sentries on duty at the Horse Guards in Whitehall to peasants at a fair in Korea, people are fascinated by the immobility of soldiers on duty. At the fair in Seoul, officials and soldiers were caused annoyance by some Koreans poking the Honour Guard to see if they were real. But in South Korea the realities of a military regime are always present. The ruling military junta of General Park Chung Hee recently released General Chang Do Yung, who overthrew the civil regime last year but was later sentenced to death for counter-revolutionary activities. This action by General Park Chung Hee was taken by Far East observers to indicate the confidence of the military junta remaining firmly in power

INSPECTING THE HONOUR GUARD

b

Couples do the traditional Floral Dance in the streets of Helston in Cornwall. This dance is performed annually on May 8 to commemorate a "wonderful deliverance" long ago when a "fiery dragon" appeared over the town and dropped a large stone in the yard of what is now the Angel Hotel. The day is now celebrated locally as a holiday and dancing begins in the streets at 7 a.m. Music is provided by the town band which precedes the dancing couples

Clad in white, the youngsters of Helston do the special childr

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

HOW *MUCH* DO WE CARE? Despite example from the Queen, the fund for securing the Leonardo cartoon "climbs slow, how slowly." No doubt, several organisations will come in with a rush to fill the gap at the end. But how right they are to wait and see if the British public cares, and *how much* does it care (as Sydney Holland asked in one of his hospital appeals). A daily gamble, a bigger and faster car, a £25 commemoration dinner, a swimming pool, a luxury-liner tour; all these are obvious and worthy objects for getting rid of surplus money. But the Leonardo, for all its loveliness, is not among "legitimate expenses." It is, of course, possible and even reasonable (though not on that score) to argue that we may sometimes take a rather selfish and insular view of national treasures. Supreme works of art are not always *national* treasures; many admitted masterpieces are *world* treasures, whatever their national provenance. And when I hear horror expressed that one such might go to America, I remember that some of those Americans (and their galleries) can teach us a good deal about how pictures of merit can best be shown and preserved. Even in London some of our own are crowded together or hid in cellars. *Palmam qui meruit ferat*—there is sometimes rough justice shown when a nation loses an international work of art to one better qualified or more willing to appreciate it.

JOHN BULL AT HOME AND ABROAD. It is a mistake to over-state a complaint in a court of law or out of it. My father lost his first case in court because his client, suing for damages on a matter of ill-fitting floorboards, testified that the draught "blew him off his feet." Perhaps a recent complaint of British tourists' rowdyism on Channel boats was generalised and over-pitched. The Continental reaction showed unwillingness to brand *all* British tourists to the Continent as thugs and barbarians. France and Belgium are prepared to put up with a certain amount of "high spirits," so long as John Bull brings in and spends good English money. Of course, the bulk of holiday-making "John Bulls" are orderly, decent citizens. The trouble is that, both abroad and in our home beauty-spots, the barbarous minority is large enough and selfish enough to justify a petulant generalisation that the British race has become the least civilised nation as regards decent behaviour. I travel less than I did on the Continent and it may be that today its litter problem is as bad as in Britain. It was not always so. Nor do I think that foreign tourists to Britain can command as relatively large a minority who ride roughshod over the standards of decency and taste of our native majority as do Britons on holiday at home. Foreign visitors sometimes criticise our food or our unfriendliness, but they also praise us and continue to risk indigestion and cold-shouldering

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dance which takes place on the morning of Flora Day

The reconstructed Roman Temple of Mithras, unearthed in London in 1954, on its new site in Queen Victoria Street

for a sight of the Tower of London and Stratford's "relics"; and their contribution, by way of revenge, towards turning our beauty-spots into strident arenas of noise from wireless sets and motor-bicycles and into hideous litter dumps is trivial. Our own minority of thugs and barbarians needs no assistance.

GEORGE LYTTELTON. Eton owes a debt of gratitude to George Lyttelton, who died recently. The name Eton is suitably woven into the name Lyttelton, a family long remarkable for frankness of speech, lack of "side," dislike of pretensions and devotion to cricket, qualities which have made his nephew, Lord Cobham, so popular in New Zealand. As a boy at Eton, George Lyttelton rose to the top in all games. He won no high scholastic honours there or at Cambridge, but when he returned to Eton as master and house master, he educated himself and hundreds of his boys in good literature and *ars scribendi*, and became the peer of Bernard Darwin as a stylist in reporting sporting events. For years he was *The Times's* star reporter of the Eton and Harrow match when that match mattered more than it does today. He was a massive man in all save sense of humour and his ample presence in the committee room at Lord's always caused a block before the sacred window, for he had almost as many acquaintances determined to greet him as had the late Sir Arthur Penn. Perhaps the most charming and classic of his periodic writings was a little brochure on W. E. Gladstone, with whose family the Lytteltons were closely connected. And perhaps his wit and sense of humour had fullest play in his "erudite and exhaustive studies" of Sherlock Holmes "literature." But he was a born teacher of more serious subjects, and his enthusiasm and humour opened the magic door to hundreds of his pupils, long after he had retired to a very happy home life in Suffolk.

DARTMOOR AND THE CHATEAU D'IF. I do not know if *Monte Cristo* is among the books in the circulating library at Dartmoor prison. If it be so, it might be well to withdraw it. For Dantes' and the Abbé Faria's tunnellings and other devices in the Chateau d'If are curiously suggestive of the methods employed by the latest Dartmoor escape. But neither Faria nor Dantes were so lucky as King at his tunnel-end before his short spell of liberty. The Abbé died in prison and Dantes had to swim for it when hurled into "the cemetery of the Chateau d'If." But (with a little censoring of escape-suggesting passages) *Monte Cristo* is an ideal novel for prisoners. Few I can think of can be as capable of distracting the mind from the frightful boredom and frustration of prison life and offering prisoners the priceless gift of escape into a dream world of treasure-hunting and riches beyond the dreams of avarice, though I have always wondered how Dantes converted the gems and ancient coins of the Spada Treasure into inexhaustible legal tender.

THE OLD STAGER

The sole survivor of the "Diddlers," the first type of trolleybus which ran in London thirty-one years ago, is seen leaving the Fulwell garage. Last week the Diddler was brought from the British Transport Museum at Clapham to make London's last trolleybus run. London once had the largest trolleybus system in the world

The platform of the Bank Underground Station during an air raid in September 1940

The children sing " Mums and Dads " in an East End street

ENTERTAINMENT

BLITZ!

at the Adelphi Theatre

Photographs by Reg Wilson

As the first-night audience came out into the Strand last week after seeing Lionel Bart's new musical there could be heard the first scattered remarks of what would surely be floods of personal reminiscences of the Blitz. For the musical is what everybody wants to remember about those early war years—the atmosphere of making the best of it, the voice of Churchill, of Vera Lynn singing to the troops. The mood is nostalgic. It is in keeping that this is the most lavish British musical since the palmy days of Ivor Novello and Noël Coward's *Cavalcade*. *Blitz!* is a work of consummate showmanship. It sets out to fulfil the old theatrical slogans—to tug at the hearts and to knock 'em in the aisles. Against a panorama of life in the East End during the bombing, Lionel Bart, responsible for music, lyrics and direction, and book with Joan Maitland, has blended Jewish warmth, Cockney humour, spectacle and a sob-story with all the stops out.

It is the tale of Mrs. Blitztein, an indomitable Yiddisher momma, who kept a pickled-herring stall in Petticoat Lane, whose son deserted from the Army and went on the run, and whose pretty daughter fell in love with the Gentile boy from next door, was blinded in the Blitz, but married in the end. Amelia Bayntun scores a hit as Mrs. Blitztein, but the real star of the show is the scenery by Sean Kenny. Four immense mobile sets of the East End streets move in full view to provide changing vistas of the Lane, of pubs, Victoria Station, an Underground station with trains, fires round St. Paul's, and crashing buildings.

Jolyon Wimhurst

The children being evacuated sing " We 're going to the country "

The morning after the raid the East Enders return to their street

Military policemen question Mrs. Blitztein (Amelia Bayntun)

Elsie (Toni Palmer)

Harry Blitztein (Thomas Kempinski) and Georgie Locke (Graham James)

Ernie (Edward Caddick) and Alfred (Bob Grant)

Right: Mrs. Blitztein tries to find her son during the soldiers' good-byes at Victoria Station at the end of their leave

Carol Blitztein (Grazina Frame) and her mother

Mrs. Blitztein addresses the wedding guests at the marriage of Carol and Georgie

THE VOICE OF THE COMMON

EAST AFRICA

The prospects for Federation in Kenya, Uganda and Tanganyika

Mr. Kawawa, the Prime Minister of Tanganyika, is seen on a visit to the 1st Battalion, Tanganyika Rifles, at Colito Barracks, Dar-es-Salaam. To his left are Brigadier Sholto Douglas, in command of the Tanganyika Rifles; Lieut.-Colonel Cook, Commanding the 1st Battalion, and Dr. Kyaruzi, Permanent Supernumerary Secretary for External Affairs and Defence. **Right:** In front are Mr. Obote, the new Prime Minister of Uganda, and Sir Walter Coutts, the Governor. Behind are two members of Mr. Obote's Cabinet, Mr. Nekyon, Minister of Information, and Mr. Ibingira, Minister of Justice

Federation of Kenya, Uganda and Tanganyika was first suggested by the British in 1927. Although it has been variously opposed by both Africans and Europeans, it remains a feasible proposition, especially with the coming to power of African governments. The territories have a *lingua franca* in Swahili, and a customs union and many common services have existed for some time. In 1948, to administer these services, the East African High Commission was created under the Governors of the three territories. Although strictly non-political, this was an important step towards Federation. The High Commission's responsibilities included railways and harbours, the post office, civil aviation, and co-operation on customs, currency and taxation. It was assisted by the Central Legislative Assembly, in which the three territories were represented on a partially elective basis, sitting three times a year.

In February 1961 the Raisman Commission reported that constitutional development in the territories had meant an increase in the power of ministers, while the High Commission also had a completely official executive. In June 1961, with the imminent prospect of Tanganyika's independence, a conference was called in London to discuss the future of the East African High Commission. Attended by powerful political delegations from all three territories, this conference decided to continue sharing common services under a body to be called the East African Common Services Organisation. The most important change from the old High Commission was in the composition of the Authority responsible for the Organisation. It was decided that this should comprise the three principal elected ministers instead of the three Governors.

The seats in the Central Legislative Assembly would be divided equally between the three territories, including four ministers and nine other specially elected members each. These decisions came into force after Tanganyika's independence last December. The Authority, comprising Mr. Kawawa of Tanganyika, the newly-elected Mr. Obote of Uganda and Messrs. Kenyatta and Ngala (alternately) of the Kenya Coalition Government, was due to meet for the first time last week in Entebbe. The Central Legislative Assembly is to hold its first meeting in its new form in the Common Services Building in Nairobi in June, and will consider a Budget to provide expenditure of more than £6,500,000 for the year 1962-63.

Although one of the common services, the Royal East African Navy, is to be disbanded at the end of June, expenditure on other services is expanding. For example, the Ministers of Communications of the three territories last month approved a draft programme of works for East African Railways and Harbours which may involve the expenditure of £50,000,000 over the next three years. An encouraging pointer outside the Organisation is the proposed University of East Africa, to come into existence next year. This will incorporate Makerere College, in Uganda, the Royal College, Nairobi, and the recently established University College of Dar-es-Salaam.

In February of this year, Mr. A. L. Adu, a Ghanaian with considerable Civil Service experience, became the first Secretary-General of the Common Services Organisation, in succession to Sir Edgeworth David, the Administrator of the High Commission, who was retiring. When he took up his duties at the end of March he told a Press conference that he was prepared to start work on building the basis of an East African Federation as soon as he received a directive from the political leaders concerned.

The big question is how much longer Uganda (independent on October 9) and Tanganyika, can wait for Kenya to solve its inter-party dispute. For they both have internal problems of their own. Mr. Nyerere, who voluntarily resigned as Prime Minister of Tanganyika in January to concentrate on his work as leader of the ruling party TANU, has compared the strains imposed on a newly-independent country to those imposed on a nation at war. These strains can only be increased by waiting. More than the future of Kenya depends on whether Kenya's parties are able to work together in the Coalition Government.

BOOK REVIEWS

From the Land of Zinj to "Uhuru"

There is an able appraisal of East Africa's recent development up to 1959 in the last chapter of A HISTORY OF EAST AFRICA (Longmans. 25s.), by Kenneth Ingham, Professor of History at Makerere College. Very little is known of East Africa before references in works by medieval Arab geographers to the Land of Zinj, whose inhabitants "worshipped trees and feared the spirits of the dead." Professor Ingham takes the reader fairly speedily from that point through a complex of contacts with Arabs, Portuguese, French and British to the European conquest in the late nineteenth century. Over half of his book is devoted to the period since then. The settlement in Kenya, the growth of systematic administration, the campaigns in two world wars, the political relationships between Europeans, Asians and Africans and the rise of African nationalism with its demand for "Uhuru" (freedom) are all covered with balance and scholarship. He treats Mau Mau objectively, and not without sympathy for the "deeply felt frustration" of the Kikuyu, arising from their frequent contact with Europeans.

A useful companion to Professor Ingham's first-class comprehensive history is EAST AFRICA THROUGH CONTEMPORARY RECORDS (C.U.P., library edition, 25s., school edition, 13s. 6d.), selected and introduced by Zoë Marsh. These are extracts from books, diaries, letters, reports and debates with many important social and political documents, as well as some quaint Africana.

Members of the Kenya Legislative Council listen to the Speaker, Mr. Humphrey Slade, reading the speech of Mr. E. N. Griffith-Jones, the Acting Governor of Kenya. It was explained that Mr. Griffith-Jones did not attend personally because "this is not a time for formality but for hard work." The speech reminded Members that their task was to complete "in the spirit of mutual understanding" a new constitution

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

A variety of shops in Main Street, in the Stone Town, Zanzibar

The Arab houses of the Stone Town with the cathedral in the background. This lies on the site of the last slave market to be used in Zanzibar, and was consecrated in 1903. It is named "Christ Church" after Canterbury Cathedral

ZANZIBAR

A survey after a recent trip to one of the smallest African territories. Written and photographed by **Gabor Denes**

This place for the goodness of the harborough and watering and plentiful refreshing with fish, and for sending sorts of fruits of the countrey, as cows, and others which were brought by the Moores, as also for oxen and hennes, is carefully to be sought for by such of all ships as shall hereafter pass that way. . . .

These prophetic words were written in 1592 by James Lancaster, captain of the first English ship, the *Edward Bonaventure* (160 tons), to drop anchor in Zanzibar Harbour. Conditions must have been to his liking, for he stayed for three months, repairing and provisioning his ship. Zanzibar could still be described thus by the visitor of 1962.

It is the second largest island off the East Coast of Africa with an area of 640 square miles, about the size of Hertfordshire, situated 6 degrees south of the Equator, 22½ miles from the coast of the mainland at the nearest point, and it has a population of 165,000. The Protectorate of Zanzibar includes the smaller island of Pemba (area 380 square miles, population 134,000), about 25 miles to the north-east.

The Sultan of Zanzibar is a constitutional ruler, his dominions also comprise the 10-mile-wide Kenya Coastal strip, but this was leased to the British in 1895 and is now administered by the Government of Kenya.

The known history of Zanzibar is much older than that of the neighbouring mainland, except for a few places on the coast. It is very likely that ancient races such as the Sumerians, Assyrians, Hindus, Egyptians, Phoenicians and Southern Arabians have visited the East African Coast and off-lying islands. The tribes which can be regarded as indigenous are descended from the Bantu peoples of East Africa, the Shirazis (the non-Arab people of the Persian Gulf) and Arabs.

Vasco da Gama called at Zanzibar in 1499, and early in the sixteenth century the Portuguese became masters of the East African Coast, including Zanzibar. Marks of Portuguese rule can still be seen.

The Arabs of Oman, having captured Muscat in 1650, extended their power to the African coast, and by 1698 reached Mombasa, and soon all the coast, including Zanzibar and Pemba, fell into their hands. The island reached its political and commercial zenith during the rule of Seyyid Said bin Sultan, who transferred his capital from Muscat to Zanzibar in 1832. It had become a safe trading place in the proximity of the then wild continent, from the interior of which traders brought out for disposal such valuables as ivory, and slaves. Although the export of slaves was forbidden by the Sultan in 1845, slavery was not completely abolished until 1889.

In spite of this the thriving port was the most important centre during the nineteenth century, and the obvious assembly and starting point of all the great expeditions which finally removed the blank spaces from the map of Africa. Burton and Speke, Livingstone, Stanley, all started their epic expeditions from there. The Sultanate was placed under British protection in 1890.

The population today, predominantly Muslim, reflects the history of the islands and their close association with East Africa, with the Arab world and India. About three-quarters are of African origin, 16 per cent. Arab, and 6 per cent. Indian or Pakistani.

The economy of Zanzibar is based to a large extent on the growing of cloves, and to a smaller degree on copra and other coconut products; cloves and coconuts together account for nearly threequarters of the total exports. Strangely, cloves are not indigenous plants, they were introduced only towards the latter end of the eighteenth century. Today there are estimated to be some 4,000,000 trees in the Protectorate, and four-fifths of the world's demand is supplied by Zanzibar and Pemba.

(Continued on following pages)

The Sultan's Palace, which was first occupied by the reigning Sultan in 1911. Before then it accommodated members of the Royal family and the harem. On the left is the family's private burial ground

Right is the old Arab fort, now a ladies' Purdah Club. House of Wonders "), which houses Government off

(*Continued from previous page*)

Crops of cloves show great fluctuation, very good years are followed by several very poor ones, the year 1952-53 only produced under 3,000 tons, and this was followed in the next year by a production of over 20,000 tons. To help growers and the islands' economy against the resulting lack of stability in the price of cloves, the Clove Growers' Association was formed in 1928, and incorporated in 1934, a body which is controlled by a board of management whose members are appointed by the British Resident.

Apart from helping farmers in many different ways, by advancing alternative crops, financial assistance and research, its main function is to stabilise the world price of cloves. This is done by purchasing crops at a suitable " floor " price and storing and financing the production of the abundant years against the poor ones. Financed by bank overdrafts and Government loans, its resources have failed only once, when in 1957-58 the production rose to an all-time record of over 24,000 tons, and the C.G.A. had to suspend buying on account of lack of funds, for a time.

The C.G.A. also has the monopoly of distilling clove oil, a valuable commodity, used for many purposes, and its many activities include the making of lime-juice and lime-oil, the provision of all the bags for cloves, and the mats on which they are dried. The greatest markets for cloves, India and Indonesia (where cloves are used in cigarettes), have reduced their buying owing to political-economic reasons in recent years, and so the C.G.A. is making great efforts to find and increase markets.

Both Government and the C.G.A. are endeavouring to broaden the country's economy by encouraging other crops, such as cocoa, and minor crops in the form of chillies, limes, coffee, cashew-nuts and nutmegs. The possibilities of developing some new industries, e.g., cold storage and processing plant for fish and a fruit-canning industry, are also being investigated. Tourism would be another source of revenue capable of development. Until recently it was restricted almost entirely to passengers of ships calling in the harbour making a lightning tour of the island. With the growing air services—there are two East African Airways Dakotas calling each day in both directions along the coast route between Nairobi, Mombasa and Dar-es-Salaam—more and more tourists can come and stay longer. Time taken from London to Zanzibar, by B.U.A. Britannia, B.O.A.C. or E.A.A. Comet varies between sixteen and eighteen hours.

Zanzibar town is full of interest and character. It consists of two separate towns in fact, the Stone Town, which is architectually as Arab today as it was 200 years ago, and the " other side," Ngambo, the hectic, crowded, colourful African town. Fine metalled roads lead everywhere in the island, to the old palaces, plantations, villages, and some beautiful beaches, of white coral sand-fringed with palms. There is only one hotel of any size, the Zanzibar Hotel with fewer than thirty rooms. It occupies three old houses in the middle of the Arab town and has

The Voice of the Commonwealth

ZANZIBAR

An African basket-maker at work in rural Zanzibar

Women select the b

great charm. Some of the rooms are air-conditioned, the food is good and the service friendly and efficient. I feel sure, however, that there is room for more, and with a little effort more hotel accommodation could be filled, especially outside the town, near one of the beaches.

The climate is hot, but the breezes which blow most of the year make it quite tolerable. I was there recently in the hottest time of the year, and enjoyed being hot, coming from an endless English winter.

Like everywhere in East Africa, " Uhuru " is in the air. Unfortunately, the recent conference in London did not result in agreement between the two parties, which are in contest. At the last elections in June the Zanzibar Nationalist Party with ten of the twenty-three seats and the Zanzibar and Pemba People's Party with three seats succeeded in forming a coalition Government. The Opposition is the Afro-

Behind is the tower of the Beit el-Ajaib ("The ices. This is the largest building in Zanzibar

The stern of one of the large dhows which ply between Zanzibar and other ports on the Indian Ocean. Some of these vessels are fine examples of the ancient art of Arab shipbuilding

est cloves by hand. This is a recent innovation of the Clove Growers' Association

The offices of Smith, Mackenzie and Co. Ltd., a building which was once the British Consulate

Shirazi Party, which holds the remaining ten elected seats in the Legislature.

The main grievance of the Afro-Shirazi Party is that "economically, socially and politically the distribution is in the inverse proportion to the numbers of the different races," and that some 80 per cent. of the fertile land and the bulk of trade and industry are in the hands of the minority, and that practically all the administrative positions of importance are occupied by them." I quote the leader of the Opposition, Othman Shariff, at the opening of the Constitutional Conference in London in March this year.

They maintain that because of the limitation of franchise and "inequitable" demarcation of constituencies, their party will have no say in the government of the country on the eve of independence. Therefore at the conference they demanded unlimited franchise for all above eighteen years of age, and the two islands to be divided into thirty-one constituencies.

The Conference went on for nearly three weeks without agreement being reached on these crucial points between Government and Opposition. In consequence, the Secretary of State for the Colonies informed the Conference that H.M. Government had decided that it would be wrong for them to set dates for the present, either for internal self-government or for independence in Zanzibar.

This deadlock between the traditional and more advanced minority ruling class and the majority opposition party will have to be resolved before further progress can be made. My impression of Zanzibar when I visited there was that the people are, above all, easy-going and friendly, whichever racial group they belong to, and therefore I have every hope that a solution will be found.

BRIAN VESEY-FITZGERALD

OF BEES AND BUTTERCUPS

Who breakfasts, dines, and most divinely sups,
With every flower save golden buttercups,
On whose proud bosoms he will never go,
But passes by with scarcely " Howd'ye do? "
Since in their showy, shining gaudy cells
Haply the summer's honey never dwells.

The quotation is taken from John Clare's *The Eternity of Nature*. Clare's observation was accurate enough, but his interpretation was faulty. It is true that bees seldom, if ever, visit buttercups, but this is not because the flowers produce no nectar. They do produce nectar, and other insects do visit them. The bee has some other reason for avoiding the buttercup, but I do not know what it is and I have not found anybody who can tell me.

There are three common species of buttercup; the common, or upright, buttercup (*Ranunculus acris*), which grows to a height of 1 to 3 ft., has bright yellow flowers on unfurrowed stalks, the flowers more or less flat when fully expanded, and which is found in meadows, pastures, and cultivated and waste places almost everywhere: the creeping buttercup (*R. repens*), which grows to a height of 1 to 2 ft., has golden-yellow flowers borne on furrowed stalks, and is to be found in pastures and waste places almost everywhere: and the bulbous buttercup (*R. bulbosus*), which grows from 6 to 12 ins. high, has golden-yellow cup-shaped flowers borne on erect furrowed stems with a bulbous swelling at their base, and is to be found in meadows, pastures, and waste places everywhere. The bulbous buttercup is in flower from the end of April until the end of July, the creeping buttercup from May until the end of August, and the common buttercup from early June until the end of July. All three are perennial.

The buttercups (few people ever bother to distinguish between them) were known, until about the middle of the eighteenth century, as " butter flowers." I have read somewhere that this was because it was believed that the rich yellow colour of butter was due to the cows eating the flowers. The butter referred to would, of course, have been the true farm-house or home-made butter, not the modern, anaemic, factory substitute.

But I cannot believe that countrymen were ever so unobservant. In fact, cattle will not eat buttercups. The leaves of all the terrestrial buttercups are bitter to the palate and so they are avoided by all browsing animals; including the goat, which is far from finicky in its tastes. Even the wild rabbit will leave the buttercups alone. I do not know if this applies also to the aquatic species, which are usually called crowfoots.

Not everything, however, avoids the buttercups. I do not think that the caterpillars of any of our British butterflies use buttercups as a food plant. I cannot recall ever having found a butterfly caterpillar on a buttercup; which is really rather remarkable when you come to think about it, because quite a few of them feed on grasses and you would think that every now and again they would be bound to get on to buttercups, if only by mistake.

But the caterpillars of moths are not, as a rule, so particular as those of butterflies. Some butterflies are unbelievably pernickety about their food: for example, caterpillars of the Dark Green Fritillary will eat only dog violet, those of the Peacock only the common stinging nettle, and both, it would seem, would rather starve to death than try anything else. Some moths, of course, are equally conservative. There is an enormous number of British moths and I daresay that there are a good many which will take only one food plant: off-hand I can think of the Small Emerald which will eat only traveller's joy, the Great Prominent which will eat only oak and the White Prominent which will eat only birch. Most moths are much more indiscriminate.

I cannot, honestly, say that I have ever seen a caterpillar actually eating buttercup. But I have seen buttercup that has been eaten, and I have found the caterpillars of moths on buttercup. I know very little about moths, but I do know that these were caterpillars of moths because they were identified for me by an expert. I do not know that there is a moth which will eat nothing but buttercup: I think not. But it seems to me that some of those moths which are accustomed to feeding upon low-growing plants will take buttercup in their stride if they happen to come across it.

And, of course, you do see winged insects on buttercups, though not, I think, very often. I have seen some flies on them and hovering over and about them, one or two beetles, and, also, a tiny little brownish-grey moth; the sort that you so often disturb when you walk through a meadow or through thick grass. The beetles may just have been resting, but the flies, I think, came for the nectar. In addition you will quite frequently find ants on buttercups, especially the small yellow field ants. Even so, I do not think that the buttercup could possibly be described as a popular plant in the animal world.

But to return to bees—how do they know that the buttercup is to be avoided? With the mammals experience is the teacher. Lambs, calves, foals, kids, and presumably young rabbits, do not know by instinct (whatever that may be) that the buttercup is to be avoided and are not taught by their parents to avoid the plant. They are left to find out for themselves. All have a mouthful of buttercup, just once.

This does not seem to be the case with the bees. If it were, one would surely see bees on buttercup pretty frequently, having their experimental sip. And it is not that the bee is confined, as are some butterflies and moths, to one plant: bees are very catholic in their tastes. I suppose that it is possible that there is some sort of group memory, group experience, at work in the case of the honey-bee. Honey-bees, after all, have more or less permanent colonies and it has been shown by von Frisch and others that the honey-bee is a remarkably intelligent creature with quite wonderful powers of communicating information.

But bumble-bee colonies are not permanent. Only the young fertilised females survive the winter to found new colonies in the spring. Anyway, it has been shown that bumble-bees have not the same powers of communicating information as honey-bees. And yet, have you ever seen a bumble-bee having a sip at buttercup? I do not think that I have.

The charming Pulteney Bridge, with its row of shops, spanning the Avon at Bath is to be the scene of *La Serenissima*, an eighteenth-century Venetian carnival, to be held during the Bath Festival. It is planned to have gondolas on the river and revellers in cloaks and masks for the event, one of the highlights of the Festival starting on June 14

The Hostel block, containing boarding-houses, is on the right in this photograph of Giggleswick School in Yorkshire

450 YEARS IN YORKSHIRE

An anniversary at Giggleswick School

On May 26, 1553, a charter was granted by King Edward VI to Giggleswick School at the instance of John Nowell, Vicar of Giggleswick and one of the King's Chaplains. It was already over forty years old, having been founded in 1512 by James Carr, Chaplain of the Rood Chantry. Giggleswick is a village in Ribblesdale, in the West Riding of Yorkshire, about a mile from Settle. The buildings of today are a short distance from the site of the original ones, which were close to the village church.

Carr and Nowell are commemorated in the names of two of the boarding-houses. Another is Paley, after William Paley, author of the famous *Evidences of Christianity*. His father was Headmaster of Giggleswick and the young William was a pupil at the school before he went to Christ's College, Cambridge, in 1758. He seems to have been an impressionable boy. We are told that after a visit to Lancaster Assizes he played at judging his schoolfellows. The spectacle of a travelling quack engaging in dentistry inspired him to extract a sister's teeth.

Among notable Old Boys of recent times, mention should be made of Lord Hacking, a one-time M.P. and chairman of the Conservative Party, who died in 1950; James Agate, the dramatic critic; Matthew Smith, the artist, and F. E. Halliday, the authority on Shakespeare. In the sphere of sport, Giggleswick has seven Rugby Union internationals to its credit and one Rugby League international.

Like many public schools of old foundation, Giggleswick began to expand during the last century. The bulk of its buildings date from that period, such as the Hostel block which accommodates

(*Continued on following page*)

P.T. in progress. It is done by houses on four mornings each week.
Right: The Headmaster, Mr. O. J. T. Rowe, talks with senior prefects

Preparation is being done by juniors in one of the new classrooms at Giggleswick School

The orchestra being rehearsed by Mr. Jackson, the music master, in the music school

The exterior of Catteral Hall, which is the preparatory school. The building dates

450 YEARS IN YORKSHIRE

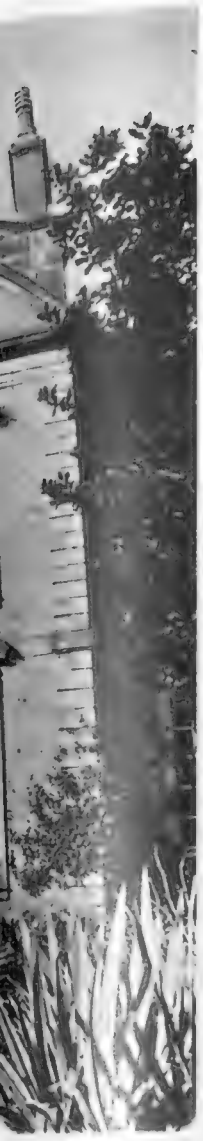
(*Continued from previous page*)

four of the five boarding houses. The chapel is a splendid example of late Victorian architecture. It occupies a commanding position and its copper dome is a striking landmark.

During the past sixty years there have been numerous additions to the buildings. The War Memorial Library now commemorates the dead of both world wars, and parts of the science block and some of the classrooms are of very recent date. There are 200 boarders and fifty day-boys in the main school and eighty boarders and twenty day-boys in the preparatory school. All are given every opportunity to take advantage of the splendid country surrounding them and such pursuits as botany, bird-watching, fishing, archæology, fell-walking and cave exploration are popular.

A demonstration by Mr. Bloom, the senior science master, to the sixth form

Mr. Burgeon gives instruction in physics in one of the new laboratories



om 1843

A view over the roof of the hostel towards the Yorkshire moors and the dominating hill of Attermire

Senior boys in a corner of the War Memorial Library

A group engaged in a survey exercise out on the moors. The chapel is in background. **Below left:** Rock climbing near the school. **Below:** Astronomers leave the school observatory

TRAVEL

THE COAST OF SOUTH-WEST FRANCE

By **GORDON COOPER**

An ancient Basque song runs "All countries of the world have their beauty, but my heart says 'Come back to the Basque country'." In this article I propose, however, to begin at La Rochelle, farther north than the rather limited stretch of the French Basque coast, which extends only from the Spanish frontier, at Hendaye, to Biarritz. Almost the whole of this coastline provides a natural playground, with splendid sands and vast pine forests, while the larger resorts offer a wide variety of organised pleasures.

Access, too, is simple. B.E.A. maintain services from London to both Bordeaux and Biarritz. There are express train services from Paris and there is nowhere on this coast which cannot comfortably be reached in two days' driving from a Channel port. Suggested overnight stops could be made either at Tours or Poitiers, both towns where it might be pleasant to linger longer.

This south-west coast can conveniently be considered in three sections: between La Rochelle and the Gironde; the 125-mile stretch from the Gironde to the estuary of the Adour, popularly known as the Côte d'Argent; and, most southerly, there is the Basque coast lying between the Adour and Hendaye.

La Rochelle still retains much of its old-world atmosphere, dating from the time when between the fourteenth and eighteenth centuries it was one of the great coastal ports of France. It has only a small beach. There are good beaches, though on the nearby island of Oléron. Here sub-tropical plants flourish and there are several small resorts. The bay at Vert-Bois and St. Trojan are recommended, especially for families. Avoid August, however, for this island is then crowded with French holidaymakers, and there are also many mosquitoes. Access is by boat from La Rochelle, while there is a car ferry from Le Chapus.

A fishing boat in the harbour at La Rochelle

Continuing south, there are some small resorts but with no great appeal until Royan-Pontaillac is reached. This is the most modern of the larger Atlantic resorts, for it has risen splendidly from its war-time destruction. It has five fine sand beaches, two casinos and many other attractions. Briefly, I would describe it as being crowded, lively and hot.

South of the Gironde, the Côte d'Argent consists of one magnificent sweep of sands, along which the ocean rollers curl into white foam. The main resort is Arcachon, which lies beside an almost landlocked bay. The beach is attractive, there is an 18-hole golf course, and yachts of every size move offshore. For those who prefer a simpler holiday, there are the extensions of Arcachon: Pyla-sur-Mer and Pilat-Plage—both with fine beaches, while inland there is a glorious pine forest. Then, before reaching the estuary of the Adour, there are the small resorts of Mimizan-Plage and Cap Breton-sur-Mer, while Hosségor, bright, clean and with good sand beaches, ranks as a fashionable resort.

Undoubtedly, it is Biarritz and, to a lesser extent, St. Jean-de-Luz which are the favourite centres on this coast with Britons. It is strange, indeed, to think that little more than 100 years ago the former was an unknown fishing village. Discovered by the Empress Eugénie, it became popular with Queen Victoria, King Edward VII and members of other royal families. Even today it still retains the elegance of a past era and attracts a fashionable clientele, for it offers every kind of amenity. It is one of the few resorts in France in which surf-boarding may be enjoyed; at the same time, bathing can on occasion be dangerous. Obviously there are expensive hotels in this town, but there are also more modest establishments where it is possible to lodge quite reasonably, avoiding, however, the high-season months of August and September.

The air at Biarritz is magnificent, and it has the advantage over many other French seaside resorts that it has a warm climate until November; you can, in fact, bathe comfortably there to the end of October. Apart from the usual attractions of a fashionable resort, including four golf courses within a 10-mile radius, there are opportunities for excursions to Bayonne, a most attractive town, to San Sebastian in Spain, and, above all, to all parts of the Basque country.

Eskualherria, the land of the Basques, is a most mysterious country, with undefined borders, a unique language and fascinating customs. There is wild beauty in its mountains; the lightning thrill of *pelota* and the exotic music that accompanies exuberant dancing. It was Voltaire who described the Basques as *le peuple qui demeure ou plutôt qui saute au pied des Pyrénées* ("the people who dwell, or rather dance, at the foot of the Pyrenees"). and there are few more enjoyable experiences than to watch these agile folk performing one of their difficult dances with amazing skill. St. Jean-Pied-de-Port and Cambo are two pleasant centres in the interior of the Basque country, which well repay a visit.

Between Biarritz and St. Jean-de-Luz are the pleasant, small resorts of Bidart (my preference) and Guéthary; both resorts have good bathing facilities, while good bus services transport you quickly to the bright lights of Biarritz.

For generations before the last war St. Jean-de-Luz was popular with retired Britons; but now this British colony has disappeared. Yet, for a holiday, this quite fashionable resort can be strongly recommended. Set below the Basses Pyrenees, which rise romantically and high in silhouette beyond, it has a delightful Old Town and is linked by bridge with the picturesque tunny-fishing port of Ciboure. The bathing is absolutely safe, while in the network of narrow streets, with their Basque-style houses, there are fascinating shops in which to browse. There is a variety of folk-lore events, some important local sights, and, of course, excursions into the Basque country as well as to Spain. I give this resort my three stars.

A few miles beyond St. Jean-de-Luz is the less fashionable Hendaye, which has good hotel accommodation. It has one fine beach of great extent, and facing Spanish Fuenterrabia across the river Bidassoa it is the gateway to the foothills of the Pyrenees and their delightful Basque villages.

For further information, apply to the French Government Tourist Office (66, Haymarket, S.W.1; also at 10, Grafton Arcade, Dublin).

Right: A glimpse of the cathedral spires in Bayonne

Below: The harbour of the resort of St. Jean-de-Luz

GOOD LIVING

By Ganymede

As my readers must have noticed by now, I have a very soft spot for the wines of Alsace. This is not entirely due to the many pleasant times spent in that friendly and beautiful land. I am quite sure that I would feel the same way about the wines even if I had never set foot in their country of origin. One might say that in character they have something in common with their German cousins, particularly those on the Moselle, and yet they are so different. Even the produce of the same vines—*e.g.* the Riesling *cépage* becomes a different wine owing to the slight differences in soil and climatic conditions. Moselles may have more elegance and finesse, but Alsatian wines have more often than not more fruitiness, and to me they possess a charming simplicity.

I was naturally very interested to taste some of the wines which are being introduced by Davis, Hammond and Barton Ltd., who have just announced that they are going to ship the wines of the house of Jean Preiss-Zimmer of Riquewihr. The principal of the Alsatian house was introduced at a lunch given in London by Mr. A. J. L. Macready, managing director of the British shippers. As this firm's wines have never before been shipped to Britain, M. Preiss-Zimmer said a few words after lunch about his wines. He drew attention to the fact, among others, that good Alsatian wines must be, more than anything else, essentially dry, and "if they are not, then a mistake must have been made."

He was quite sincere in saying this, and it must not be assumed that he was pandering to our taste in the least. Nevertheless, the exceptional dryness of the three wines we had with lunch, compared with other Alsatian wines we have known, was almost staggering.

Mr. Hugh Wontner

They were Riesling Réserve Spéciale, Traminer Grand Cru and Muscat Réserve Exceptionelle, all 1959 vintage. Each had all the fruitiness and bouquet of its particular grape, yet they were as dry as can be, although very fresh. The dryness was by no means a sign of acidity, which is what made them so remarkably good. For the time being, these three and two other 1959s are to be shipped, Sylvaner Réserve Spéciale and Gewuerztraminer Sélection de la Cour des Vignerons, all estate bottled, at retail prices ranging from 14s. to £1 a bottle.

Mr. Hugh Wontner is taking the chair as President for the first time at the General Congress of the International Hotel Association in Lisbon which opens tomorrow, May 20, and goes on until the 23rd. He was elected to this office at the meeting held in Israel last November and took office on January 1.

Mr. Wontner has taken part in the activities of the I.H.A. since its formation in 1946, and was elected a Vice-President in 1955. In that capacity he presided over the meetings held in Washington and New York in 1956 and in Helsinki in 1961.

The Savoy Hotel Ltd., of which Mr. Wontner is Chairman and Managing Director (since 1948), owns and manages the Savoy, Claridge's, the Berkeley and Simpson's in the Strand, and owns, but does not manage, the Connaught. Mr. Wontner is also chairman of the Savoy Theatre and a trustee of the D'Oyly Carte Opera Trust.

I visited a new restaurant in Chelsea where I was equally impressed by the decor (by David Hicks), by the smooth and efficient service (run by Geoffrey Sharp), the imaginative and well-flavoured cooking and the careful selection of wines (shipped by Hedges and Butler Ltd. and Aug. Hellmers and Sons Ltd.). It is called *Le Carrosse*, is just off the "Village Green" in Elystan Street and most certainly worth a visit. The Terrine du Chef was just sufficiently moist and very tasty, and among the more original *hors d'œuvres* I would recommend Avocado Oriental or Shrimp and Grapefruit Cocktail. The Scampi Provençale was excellent, and I like the *Bœuf Carrosse* (a *paupiette* with a most interesting filling), and one of my companions liked the *Puszta Schnitzel* (veal in a creamy paprika sauce) very much. Civilised eating in pleasant comfortable surroundings, at reasonable prices. Dinner (Le Carrosse is not open for lunch) would cost well under £2 a head, including wine, which is good value today.

BOOKS

SINGERS' FRIEND

The autobiography of Gerald Moore, the accompanist; portrait of Stanley Spencer; and this week's varied fiction

That splendid singer, Count John McCormack, called him " the greatest accompanist in the world." A London newspaper's critic wrote of a concert last year that " too often (he) overwhelmed the singer." And the man in question is Mr. Gerald Moore who, with typical humour, has called his autobiography AM I TOO LOUD? (Hamish Hamilton. 25s.). There are many, many musicians from Chaliapin to Casals, from Elisabeth Schumann to Kathleen Ferrier and from John Coates to the incomparable Fischer-Dieskau, who would echo McCormack's opinion, for there is nobody quite like Gerald Moore as a piano accompanist and, when it comes to writing his memoirs, few people in the world of music with as much humour, insight, modesty and, above all, accomplishment in his own *métier*. This is a delightful book: warm and friendly in the manner of its telling, authoritative on the subject which the author understands so well and snugly packed with anecdotes.

Mr. Maurice Collis has written a biography of the artist STANLEY SPENCER (Harvill. 28s.), and has based it on the enormous and heterogeneous collection of papers and notes sent to him after Sir Stanley's death by the executors of the estate. As a result, and because Mr. Collis was able to recognise the " extraordinary personality embedded in the manuscripts," his study of the man and the painter has a validity and a profundity by no means common to books of this kind. Spencer was born in Cookham, by the Thames, and lived there for forty-nine of his sixty-eight years. The village and the river there are not only the backgrounds to many of his paintings; they are identified with his art and with himself. Indeed, as a young man at the Slade School in 1908 " Cookham " was his nickname and one which he seems not to have resented. He was to make a style and a name for himself among the most English of painters. He died just over two years ago, happy, affectionate, but enigmatic to the last.

MY IRELAND (Batsford. 25s.) is a very special kind of guidebook, indeed, for it has been written by Miss Kate O'Brien, one of the most distinguished of Irish writers and one whose deep affection for her country never appears to blind her to the comedy, the tragedy or the shortcomings of its people. The title itself reflects the writer's intention in what she has called " this little book," for it is a highly personal view that she takes and her fond prejudices do, in fact, give the writing a flavour as definite as it is individual. Miss O'Brien comes from Limerick and it is in that city, re-visited so many times, that the book begins, drawing the reader almost magically on to County Clare, to lovely Connemara, northwards to Armagh, and then to Killarney and across to Dublin. A book of enchantments, of gaiety and gravity; of good sense, vision and wit.

ROY KINNEAR, with Barrie Ingham (right), scores a personal triumph in *England, Our England*, the new revue by Keith Waterhouse and Willis Hall, with music by Dudley Moore, at the Princes Theatre, In London

THE SYMBOLIC MEANING (Centaur Press.. 35s.) is a work of literary criticism, hitherto uncollected, by D. H. Lawrence, and it has been edited by Mr. Armin Arnold, a don of Swiss origin, who has lectured in Canadian and United States universities. This last circumstance is appropriate since the book consists of studies of classic American literature, written originally as a series of projected lectures and finally completed in the form of twelve essays, about 1920. Three years later, after his arrival in the United States, Lawrence was to re-write them entirely, mirroring his violent change of heart towards America. This volume is made up of the original versions with a preface by Mr. Harry T. Moore, who has himself written several books on Lawrence.

WIDE IS THE HORIZON (Hodder and Stoughton. 18s.) is Mr. Cecil Roberts' first novel for five years; an interval which has by no means dimmed the vitality of his style or the flow of his invention. Always an author whose own travels suggest themes for new fiction, Mr. Roberts has chosen Argentina this time as the scene for his romantic story about a lovely red-haired girl from Glasgow who pulls herself up by whatever is the feminine equivalent of her own bootstraps, captivates an old Anglo-Argentine aristocrat, marries him on his deathbed and proceeds to Vienna where she has an equally happy effect on his heir. Extremely readable and with some interesting passages on the changing economic patterns of life on the *pampas*.

NO TASTE FOR BOOT POLISH (Cassell. 15s.), by Miss Daphne Vincent, gives a picture of academic life which might put one out of sympathy for ever with the common-room problems of a big day school. In the English town, not far from London, which supports this particular place of learning, the jealousies, frustrations and general bitterness is not confined to the staff of the school, but permeates the atmosphere of most of the social gatherings. A talented and slightly cynical new teacher with the disadvantages of an oddly flashy appearance, therefore, begins a new job

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AN INDIAN OCTOGENARIAN

A portrait of India's last Governor-General

Mr. Chakravarti Rajagopalachari is a brilliant, unpredictable, and enduring character in modern Indian life. He succeeded Mountbatten as India's Governor-General, but he has never achieved the world-wide recognition of his old friends Gandhi and Nehru. Now in his eighties he remains as hard to sum up as ever; and when one looks at his work and his life the impression, wrongly or rightly, is left that here is a man probing deeply into the future, ceaselessly active, and very far from growing old. Monica Felton has written a brief biography of this ebullient character, and I MEET RAJAJI (Macmillan. 21s.) is sure of a welcome for the delightful reason that the man to whom we are introduced is, amid all the inconsistencies of his career, so clearly a civilised human being whose humility is beyond all question.

Man may be in process of conquering some of the problems of space travel, but the conquering of the universe by man is eternally impossible. Eibert H. Bunte, a Dutch science writer with an international reputation, brings home this point with telling force in his admirable new treatise for the layman BETWEEN STARS AND ATOMS (Michael Joseph. 21s.). The stumbling block to such a conquest is that nature has a maximum speed, approximately 180,000 miles a second. This is the speed of the propagation of light in an empty space. The stories about spaceships which travel many times the speed of light are fairy tales and will always remain so, the author declares. He leaves us with the certitude that a journey, say to the Andromeda Nebula (51 billion miles away from us) would last not one but many human lifetimes. Eibert Bunte sets out to explain the nature of the universe and the world of science as we know it today in simple non-technical language. He succeeds, particularly in his repeated emphasis upon the magnitude of the universe, a realm too great for the human mind to grasp. The author is clearly trying to convey to us the message that this constant looking out of the window may not be man's truest objective; and in his final chapter he asks that, while we respect science, we must never fail to keep it in its place, that there is indeed a mystery beyond all scientific confines.

Alastair Matheson, a Scot who has travelled widely in East Africa and has now made his home in Nairobi, skilfully presents in words and pictures a panorama of East Africa. LAND OF WIDE HORIZONS (Macdonald. 30s.) reveals the breadth and sweep of this great land, where so many places, people and animals compete for the visitor's attention; and the photographs have been chosen for the most part to take the visitor off the beaten track into the heart of the Kenya highlands and into the far from well-known area of the great lake system.

THE BRITISH CARTOONISTS ALBUM (Anthony Gibbs and Phillips. 15s.) contains a delightful selection of the drawings of Low, Vicky, Giles, Illingworth, Thelwell, and all our leading exponents of this quick-fire technique. The album is issued under the auspices of the British Cartoonists Club (President, the Duke of Bedford, with Billy Butlin and Charles Forte among a galaxy of Vice-Presidents). For one relief much thanks; the faces of Mac and Hugh, made inevitably to look respectively like the stag at bay and a startled rabbit, do not appear on every other page.

C. B. Edwards and E. G. Heath have achieved a neat blend of history and modern-day theory in their little volume IN PURSUIT OF ARCHERY (Nicholas Kaye. 18s.). The first chapters are concerned with the practice of archery throughout the ages, dwelling not least on the symbolism and magic associated with it. The later chapters deal in a most practical way with the elements of good shooting.

In THE YOUNG ANGLER'S COMPANION (Souvenir Press. 15s.) Clive Gammon has written a concise handbook on all aspects of fishing for pleasure. This is essentially a book for the beginner, for the youthful enthusiast who wishes to acquire the basic knowledge essential for enjoyable fishing.

Richard Edmonds

with several disadvantages to her debit, and the fact that she attracts, among others, the best-looking of the school's governors is not an unmixed blessing. Well observed, smoothly written, but a trifle depressing.

Mr. Lin Yutang's long new novel, THE RED PEONY (Heinemann. 21s.), is a love story set in the China of sixty years ago when conventions were rigidly upheld and when a young and pretty widow might cause an earth-shaking scandal by her headstrong conduct. Peony not only fails to observe the statutory hundred days of mourning but finds herself a new love and leaves for Pekin to live with him. Her subsequent passionate ramblings, through all of which the author does his best to persuade us that she remains a lovable girl, take up the greater part of the book and, such is Mr. Lin Yutang's art, are very entertaining.

THE OLD WOMAN, THE WIFE, AND THE ARCHER (Constable. 18s.), three short novels translated from the Japanese by Mr. Donald Keene, can be said to be representative of the contemporary work of writers in that country. Each story has had considerable success in the original and each of them, though written recently, takes its theme from the times before the Westernisation of Japan. Curious and revealing.

Mr. Par Lagerkvist's brief new novel, THE DEATH OF AHASUERUS (Chatto and Windus. 12s. 6d.), is about the last experiences of the Wandering Jew and is, like so much of his writing, simple, moving and deeply religious.

Finally, in total contrast, there is a detective story by A. A. Fair (or Mr. Erle Stanley Gardner). BACHELORS GET LONELY (Heinemann. 13s. 6d.) is mildly diverting and, as always, extremely ingenious.

Vernon Fane

BACK TO METHUSELAH

Democracy has not stilled "the boasts of heraldry." On the contrary, more and more people in the Commonwealth seek to establish their ancestry centuries back to established forefathers. Mr. L. G. Pine, for a long time editor of *Burke's Peerage*, helps them to do so in YOUR FAMILY TREE (Herbert Jenkins. 21s.) by supplying an exhaustive guide to genealogical sources all over the Commonwealth, from parish registers to Somerset House, Public Record Office, British Museum, College of Arms and their counterparts in individual countries. Nor does he rule out altogether "oral tradition" or dismiss parchments and Domesday Book when he gives the warning that, except for persons of royal blood, only two or three English families can trace descent from men alive at the Norman Conquest, and very few can confidently trace descent before the sixteenth century. It is therefore surprising how many families in *Burke* are accredited with descents from the fifteenth and earlier. But Edward III, via Gaunt, is a democratic, far-flung ancestor, as the Marquis de Ruvigny laboriously proved.

Like Sherlock Holmes and many modern detectives, Mr. Pine does not here do the work for you. He supplies his Watson with "all the clues" and leaves him to solve the problem. You will look in vain for the romance of ancestor-finding in a wide range of cases. The Corbets and the Coultarts have still to prove descent from British Romans, and the Brasseys from the Conquest. The Ardens, Berkeleys and Swintons are "passed" as pre-Conquest, and Lord Nuffield and the Farrow family have strong claims back to before the thirteenth century. A serviceable and obviously authoritative textbook of sources for all who value "long pedigrees." Personally, I am quite satisfied with a sixteenth-century Surrey tradesman and alderman.

John Gore

"Ralegh and the Throckmortons," reviewed last week, is published by Macmillan at 35s.

A young Wandering Albatross in flight. At this time it is brown above with white undersurfaces and head

The Duke of Edinburgh with Adélie Penguins

A Blue-Grey Noddy found in the Pacific

PRINCE PHILIP—PHOTOGRAPHER

Two of the Duke of Edinburgh's interests—ornithology and photography—have led to his book BIRDS FROM BRITANNIA (Longmans. 21s.). This contains more than eighty photographs, mostly taken by Prince Philip himself, of birds encountered during long sea-passages in the Royal yacht *Britannia*, in the Pacific and South Atlantic, during his world tours of 1956 and 1959. Many of these birds, peculiar to these regions, are seldom photographed, and the Duke's pictures, therefore, are of great interest. His text gives much information about the birds as well as about such isolated communities as Gough Island and South Georgia. The book contains a specially-commissioned ornithological glossary, eight pages of bird paintings and two maps.

King Penguins on the beach at South Georgia. Foreground are two Gentoo Penguins

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Kenneth Allen

Sir Kenneth Allen, elected last February as the president of the Engineering Employers' Federation, stands on the roof of the Federation office in Westminster. The chairman and managing director of W. H. Allen Sons and Co. Ltd., Bedford, he is the third member of the Allen family to become chairman since the company was founded by his grandfather, Mr. W. H. Allen, in 1880. William Kenneth Gwynne Allen was born in Bedford in 1907, and educated at Westminster School and the University of Neuchâtel, Switzerland. He started his career as an engineering pupil at Harland and Wolff Ltd., Glasgow and Belfast, and later at Queen's Engineering Works, Bedford. He joined the board of W. H. Allen Sons and Co. Ltd., in 1937, becoming a managing director in 1946. In September 1955 he was elected chairman of the company in succession to his uncle, the late Sir Richard Allen. He is also a director of Whessoe Ltd., Darlington, and is a counsellor of the British Electrical and Allied Manufacturers' Association, of which he was chairman of the Council for two years up to 1961. He is also a member of the Councils of the British Engineers' Association (of which he is a past-president) and the British Internal Combustion Engine Manufacturers' Association (of which he is a past-chairman); a member of the Engineering Advisory Council; chairman of the Nuclear Energy Trade Associations' Conference and chairman of the British National Committee of the International Congress on Combustion Engines. In 1958-59 he was High Sheriff of Bedfordshire. He is a Liveryman of the Worshipful Company of Shipwrights and a Freeman of the City of London. Sir Kenneth is married, with a son and a daughter, and lives at Apsley Guise, in Bedfordshire. His hobbies include golf, tennis and tapestry

STEEL INDUSTRY'S FUEL BILLS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

No industry likes excessive fuel bills; but the steel industry dislikes them more than most, with good reason. Across the whole of British industry, it is said that fuel costs amount to no more than 4 per cent. of total costs. For every ton of iron smelted in Britain, about 16½ cwt. of coke is used; for every ton of finished steel, on the average, nearly a ton of coal, about 3 cwt. of various kinds of oil, and 400 units of electricity. Coal, in particular, is more than a fuel in the blast furnace; it is a chemical "reducing agent," soaking up oxygen as well as producing heat.

The fact that it is among the most fuel-intensive of all modern industries is now making British steel one of the most thrusting of consumers arguing for a complete new look at the country's fuel policy. For more than a year now it has been nagging the Ministry of Power to show good cause why it should not be allowed to import cheap American coal. It has now broadened its attack on fuel costs in Britain, to take in what it considers the high prices of oil, as well as those of coal—though the coal industry remains its chief target of criticism.

The steel industry is one served by perhaps the best organised trade association in this country, the British Iron and Steel Federation. The Federation did not, last year, take the main offensive itself in trying to get coal imported: certain of its members, such as the Steel Company of Wales, made specific applications for import licences.

There is no formal ban on imports of coal into Britain, but the trade is subject to licences for every individual contract. When the steel companies applied, they simply didn't get the licences. The National Coal Board has a fairly good, if rather historical, argument here. In the post-war years, indeed right up to the time of the Suez crisis, Britain often had to import coal in large quantities, at times when demand on the world market was high and prices, to say nothing of shipping freight rates, were high too. At that time no British customer was anxious to import on his own account—because all knew that the Coal Board would have to import it, and was obliged to sell it at British prices, even if the prices it had to pay abroad were much higher. This cost it many millions, in losses incurred on the consumers' behalf, during those years. Admittedly, if it had then mined enough coal itself, imports wouldn't have been needed. But most commercial colliery undertakings in the same boat would have left their customers to go out and buy the foreign coal—this would have stopped them complaining about high British coal prices, which were lower than had to be paid to obtain imports from the world market.

That was true enough at the time: Lord Robens may well complain about the legacy of those imports that he carries as accumulated losses on the Coal Board's books. But it is history. Today American coking coal is being landed in Europe at £5 a ton, cheaper than it can be delivered from local mines: from behind the Iron Curtain, the Poles are offering supplies even cheaper. Lord Robens and his staff have argued that imports at this price are simply "distress cargoes" available occasionally, and that the low transatlantic freights involved are exceptionally depressed too.

These coal spokesmen are too optimistic. There is little chance, in the short run, of any real increase in American coal prices: they come from an industry that has been cut back much more deeply than Britain's to a core of highly productive capacity, much of which is opencast or from very shallow, low-cost mechanised mines. Shipping freights are depressed, certainly; but there is little to suggest that they will soon become less so. Very long-term charters can be arranged at low rates. The great surplus of oil tankers available in the world has a side-effect on dry-cargo ships. There are scores of tankers in the 15,000 to 25,000 ton class now becoming too small to carry oil economically, that could be converted cheaply to carry coal—in which trade they would rank as relatively large and economical ships.

If it is surplus of oil tankers that helps keep coal shipping freights low, the British Steel industry argues that it is high coal prices in Britain that keep oil prices here unnecessarily high. There is a huge world surplus of oil. In many markets this has brought prices down sharply, but hardly in Britain. Big customers can get sizeable discounts off the published prices of fuel oil, because the market is weak. But the oil companies, when selling oil as a general fuel, have mostly just coal to undercut. They need not cut very far: British coal prices are high.

In its latest discussion of fuel policy for Britain, the Steel Federation also talked guardedly of the need for British customers to gain access to oil, "from other competitive sources." That phrasing is diplomatic. Individual steelmakers are less circumspect: they say bluntly that Britain should import Russian oil. This naturally worries the established oil companies: Britain, so far, is one of the few markets in the world where they are almost wholly immune from the competition of Russian oil.

Russia is at present exporting, to non-Communist countries, about 13,000,000 tons of oil a year; during the last three years, its exports to the West have doubled. It sells the oil cheaper abroad than it does at home, and much cheaper to Western customers than those behind the Iron Curtain. Oil is one of Russia's natural exports, and one of the few of these that is really acceptable in the countries from which it wants to buy machinery. But its methods of selling—which the Western oil industry calls "dumping"—do make ordinary commercial competition with it very difficult.

Virtually no Russian oil has come into Britain since the war: the only current contract is one made some years ago as a "barter deal" by a cement company. If it were allowed in, this cheap oil might well break the oil price level here. The steel industry and other major consumers, looking longingly across at markets such as Germany and Italy, which import both American coal and Russian oil, argue that Britain needs its fuel costs brought down to similar levels if it is to compete effectively in the Common Market. The Coal Board and the oil companies dread the idea. And the Ministry of Power, aware that Britain's large mining industry and large share of profits from international oil give it a big financial interest in protected production, have some complex decisions on their hands.

An artist's impression shows the two huge "walking" platforms laying a Channel Tunnel as proposed by an international engineering group in a memorandum submitted to the Channel Study Group. The consortium of British, French and U.S companies includes Richard Costain Ltd., Balfour Beatty and Co. Ltd. and Swan, Hunter and Wigham Richardson Ltd. At a press conference last week, Sir Richard Costain said that the consortium proposed digging a trench across the Channel, laying a twin-track railway tube in it and burying the tube under 5 ft. of material. Total length of the tunnel would be 30 miles of which 24 miles would be under the sea. The consortium is prepared to build the tunnel at a fixed cost—about £100,000,000

The exterior of the new Chichester Festival Theatre

THEATRE FOR THE SIXTIES

Photographs by Reg Wilson

A completely new theatre is a rarity in Britain and to make that theatre a new shape is an adventurous step. But potentially Chichester's Festival Theatre built in Oaklands Park looks like being a landmark in English theatrical history. The auditorium is capable of seating 1,360, in unbroken rising tiers on three sides of the stage, so that no member of the audience is more than a cricket pitch away from the stage. This close contact between actor and audience is emphasised by the hexagonal shape of the auditorium and neutral decor. Judging by the advance details of the three productions of the first season under Sir Laurence Olivier few of those seats will be empty. The season starts on July 3.

The structure of the building is unusual. The auditorium is supported on six massive concrete ribs, one at each corner. A substantial part of the auditorium is cantilevered over the front of the foyer to form a covered entrance. Support for the roof is provided by steel cables and girders which remain exposed to view and carry the lighting. Architects for the theatre — Powell and Moya with Christopher Stevens; structural engineers—Charles Weiss and Partners; consultants for lighting, heating and ventilation—Peter Jay and Partners in association with David Kut; quantity surveyors—Davis, Belfield and Everest; general contractors—Sir Robert McAlpine and Sons Ltd.; sub-contractors for the roof—Smith (Horley) Ltd.; electrical contractors—Strand Electric.

Tiers of seats rise from the sides of the open platform stage, with the semi-permanent set in position. Overhead are the girders carrying the lighting

Putting the finishing touches to the box office. Background is the bar

At work on the final construction of the bar

Right: An electrician tries out the highly complicated console lighting installation

Below: A view of the semi-permanent set as it is seen from one side of the auditorium

The overhanging roof of the theatre forms the covered forecourt

A Robotug made by W. C. Youngman Ltd., seen at the Mechanical Handling Exhibition

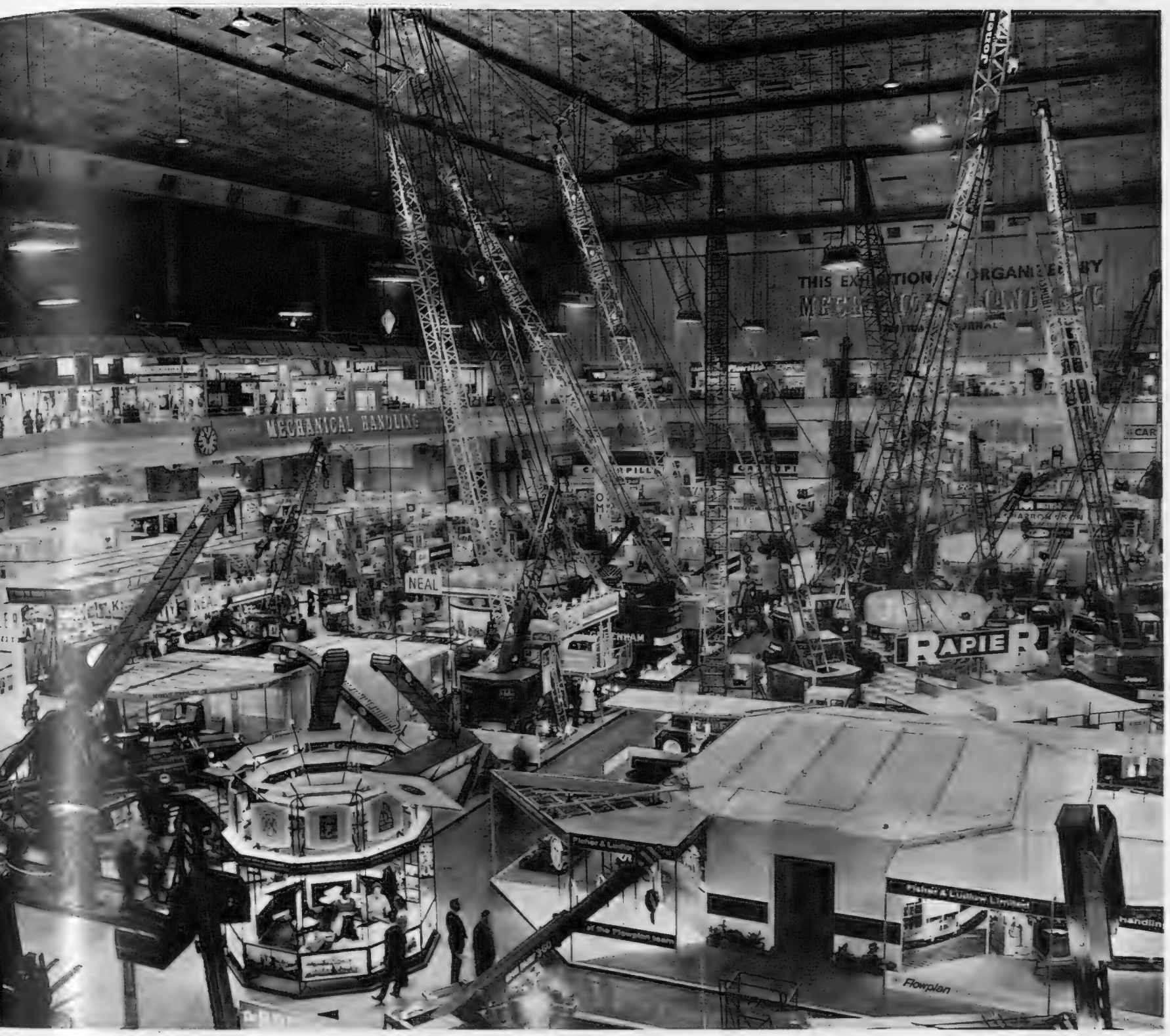
LABOUR-SAVING MACHINES

The Mechanical Handling Exhibition, a biennial event first held in 1948, was opened at Earls Court, in London, last week, by Mr. George Woodcock, the General Secretary of the T.U.C. It was attended by delegations from seventeen different countries; among notable visitors was the American Ambassador to Britain, Mr. David Bruce. Ending on May 18, the exhibition covered 525,000 sq. ft. of space. Products exhibited embraced every category of mechanical handling equipment, much of it on show for the first time. Labour-saving machines from twelve different countries included conveyors, aerial ropeways, cranes, trucks, stackers, lorry loaders, hoists, bulk handling devices, earth-moving equipment, automatic weighing attachments and electronic control equipment. One of the highlights of the exhibition was the colour TV demonstration on the stand of the Material Handling Division of Fisher and Ludlow. This enabled operators to remotely control from Earls Court the operation of the modified Flowmaster, a duo-track conveyor, at the firm's factory at Tipton, in Staffs. Among the mobile cranes exhibited were those made by Ransomes and Rapier Limited. These included the Rapier 511 Mobile Crane (exhibited as a normal mobile crane, as a rail-mounted crane and as a truck-mounted crane), and the Rapier 2020 truck-mounted crane exhibited with a 100-ft. strut jib.

A general view of the crane section of the exhibition

The Gimson-Tande de-crating unit

Remote control by TV of a Staffs. factory



An impressive panorama of the complete exhibition. It is the largest exhibition ever to be held at Earls Court

The Armstrong Whitworth Autopic, a punched card system of selecting goods from a warehouse

The Armstrong Whitworth Retract-a-Track system of handling crates

INDUSTRY AND THE STOCK MARKET

BANK PROFITS

By "THE SPHERE" CITY CORRESPONDENT

How much do the Big Five banks really earn? This question, which may seem paradoxical, stems from the freedom of banks, under present law, to make large unstated transfers to inner reserves. Profit figures published by the Big Five, therefore, understate their true earnings. The size of this understatement is not known, outside the bank parlours. The bankers have stated that they never disguise the direction of profit changes—in other words, they never present lower profits as an increase, or vice versa. But they freely admit that the magnitude of profits and assets may be seriously underestimated.

A leading firm of City stockbrokers had recently made an ingenious attempt to break through the banks' veil of secrecy. The assets owned by Britain's leading banks are, after all, published monthly and it is not difficult to estimate the profits earned respectively on advances, investments, Treasury bills, and so on. One major problem has always been to estimate the size of the banks' costs. Here, the City analysts have based their data on detailed information published by leading joint stock banks in New York. The margin of error in these City estimates could clearly be considerable, but the extent of the differences shown is impressive enough.

For Barclays and the Midland, the two largest of Britain's Big Five, "real" profits are estimated at £16,000,000 and £15,000,000 respectively. These figures compare with published earnings of £6,000,000 and £5,000,000. The extent of concealment, according to these estimates, varies a good deal from one bank to another. The Midland, it is thought, publish only about one-third of their true profits. But the National Provincial is reckoned to show well over half its true income, or some £4,000,000 out of £6,500,000. These figures also suggest that there are greater differences than appear between the size of profits earned by the various banks. Barclays, whose progress over recent years has been particularly fast, is shown to earn two-and-a-half times as much as the National Provincial. This compares with a difference of only one-and-a-half times on published figures.

For investors these estimates of true earnings are even more intriguing—which explains the keen City interest. First, the differences between various banks are great, so it becomes even more important to choose the most efficient, fastest-growing banks. Second, the protection for shareholders' dividends proves to be much larger than is suggested by published information. But as the degree of true protection varies from bank to bank, some banks' shareholders are in effect enjoying greater security than others.

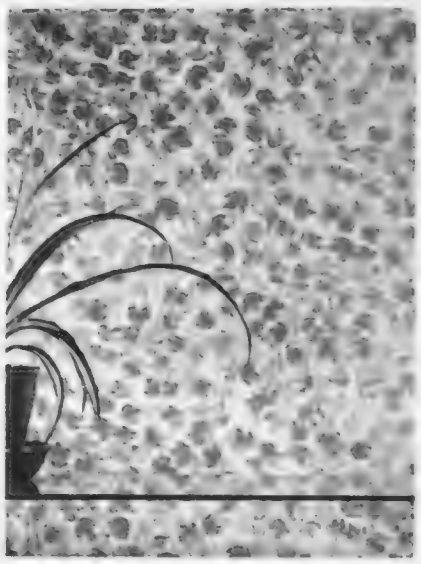
Probably the easiest way of explaining the estimates is to present the figures for Barclays. Rates of interest are estimated for each of its eight major types of asset, ranging from money at call in Lombard Street to advances made to customers. On these estimates, total financial profit is reckoned at £89,000,000 for last year. From this total has to be deducted the interest paid on deposit accounts, estimated at £28,000,000. This leaves £61,000,000, out of which the main further expense is staff salaries. These are thought to amount to £18,000,000, while other running expenses are put at £9,000,000. This leaves "true" taxable profits at £34,000,000 to give net income of £16,000,000.

These figures also bring out the different ways in which various banks earn their profits. The Midland, according to these City estimates, draws a rather greater proportion of its revenue from advances than do the other large banks. For the National Provincial and Westminster, by contrast, interest earned from loans in the money market are relatively more important. Unfortunately, these estimates do not attempt to analyse the profits received by banks from their advances to customers—for all leading banks this is the dominant source of revenue. Some of the leading banks have particular links with certain parts of the country and with certain types of borrower.

For investors, these true profit estimates mean that bank shares can be valued on more substantial evidence than reported profits and dividends. At present, bank shares tend to be judged by dividend yields and by short-term dividend prospects. But this latest analysis suggests that one bank share is comparatively cheaply valued on its "true" profit performance. This is Martins Bank, one of the two medium-sized provincial banks, owning about 600 branches, which is not included among the Big Five, but among the Big Seven.

This attempt to penetrate bank profits also illustrates the case for investors keeping to the big banks. Barclays and the Midland emerge as easily the two largest. Each of them is reckoned to draw over £50,000,000 a year from interest on advances made to a wide range of industry, coupled with personal and professional loans. This gives each of the two banks a wide spread of business throughout the economy, so that both should share in overall economic expansion.

Midland have pioneered several new ways of lending, though Barclays' rate of growth seems to have been rather faster over recent years. On current stock market prices, there is not much to choose between the two, with Midland offering slightly higher current income. Investors would do well to have either in their portfolios.

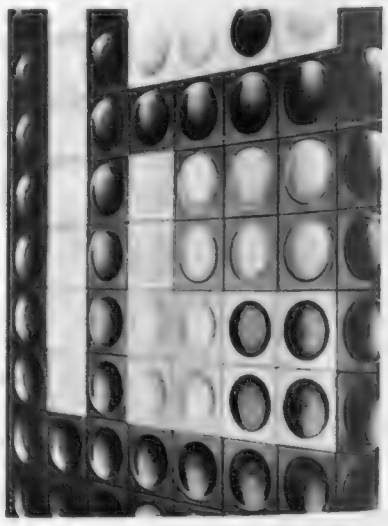


Rayon and rayon silk designs by Miki Sekers, the winner of this year's Duke of Edinburgh's Prize for Elegant Design, made by West Cumberland Silk Mills Ltd. **Second from left:** Stainless steel dishes, made by J. & J. Wiggin Ltd., and designed by Robert Welch. **Second from right:** A pattern in the Palladio No. 5 range of wallpapers, made by The Wall Paper Manufacturers Ltd., designed by Cliff Holden. **Right:** A stainless steel place setting, made by Walker & Hall Ltd., designed by David R. Mellor

DESIGN AWARDS

The Duke of Edinburgh visited the Design Centre last week to present certificates to the manufacturers of the ten products which have gained 1962 Design Centre Awards. He also presented a certificate to Miki Sekers, the winner of this year's Duke of Edinburgh's Prize for Elegant Design. This was the sixth year of the Design Centre Awards. All the panels judges have stressed simplicity, economy of means and a proper use of materials, as the criteria in making the awards. This year the judges were particularly concerned with colour and pattern and have given several awards to fabrics, wallpaper and ceramic tiles. In the table-setting and the wallpaper they have chosen designs within a recognisably British tradition. The choice was made from the 3,000 exhibits displayed in the Design Centre in 1961, and in the outdoor exhibition of street furniture on the South Bank.

A pick-up arm made by S. M. E. Ltd., designed by A. Robertson Aikman and W. J. Watkinson. **Right:** Dimex ceramic tiles in a dished pattern made by Wade Architectural Ceramics, designed by Michael Caddy



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YACHTING

The busiest part of the tidal London River is not ideal for dinghy racing. While large fleets race regularly—especially in the winter—in the Putney Reach, and also above that at Hammersmith, the river below Putney does not attract much dinghy sailing, let alone racing. There are too many hazards to contend with. The tide sweeps under nearly a score of bridges between Putney and the Tower at great speed, and the buildings lining the banks all the way often affect the wind.

Eddies of tide and fluky winds are not the only snags, however. An even greater series of hazards is represented by the ever-moving busy traffic, which includes long trains of barges on tow and other, single ones propelled by the tide alone and steered by one man. It is not really surprising therefore that racing helmsmen are not attracted nor encouraged by the Port of London Authority.

There are a few exceptions, though: the Ranelagh Sailing Club have an annual Tower Bridge Race for 12-ft. Nationals and Merlin-Rockets, the London Corinthian S.C. a " Pool of London Cruise " for its dinghy classes and, for the last three years, the National Enterprise Class has been running a race from Putney to Tower Bridge and back. This year, for the first time, a much more ambitious event is being organised to take place on July 21.

It is to be part of and, in fact, the concluding highlight of the City of London Festival to be held between July 9 and 21. The Ranelagh S.C., in conjunction with the London Corinthian S.C., are the organisers on behalf of the Lady Mayoress's Festival Committee. It is hoped that the race will attract between 200 and 300 entries, and so it will be the largest number of sailing craft ever to compete in one single event on the tideway. The dinghies will start from Putney in classes, or groups of not more than thirty boats if necessary, at five-minute intervals. The first half of the race will finish at a line above Tower Bridge. After a rest on the beach there, when the tide turns, the boats will race back to the Ranelagh line. Seven dinghy classes, being considered most suitable, have been chosen to take part: International 14-ft., National 14-ft. Merlin Rocket, National Enterprise, National 12-ft., National Firefly, Yachting World G.P. 14, and Yachting World Solo.

The race will be both a handicap race and a race for each class. Handicapping will be on the R.Y.A. Portsmouth Yardstick, and the corrected times will be worked out on the total of the times for the two races, down and up-river. The *Evening Standard* has presented a magnificent trophy, to be named the *Evening Standard* Tideway Trophy, which will go to the overall winner on handicap. This is to be held for one year. Other prizes will be awarded to the helmsmen and crews of the first ten boats on handicap, and to the leading boats in each class, or group.

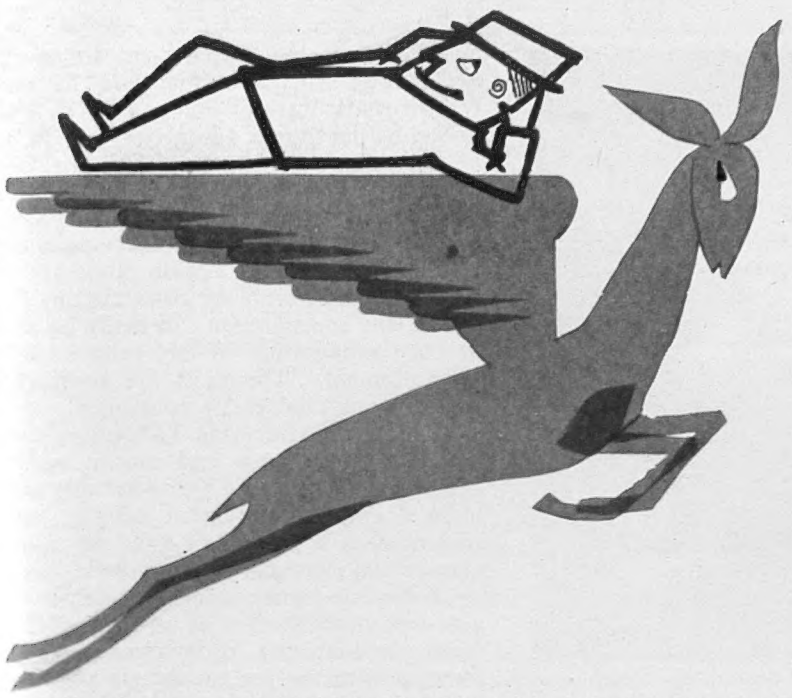
The class and group prizes will be presented at the Ranelagh clubhouse immediately after the conclusion of the race. The *Evening Standard* Tideway Trophy, and the other handicap prizes, will be distributed at the Grand Ball at the Mansion House on the evening of the race.

The organisation of this gigantic event is an involved and complex task, and the officials of the organising club are not to be envied. They will have to provide two lots of starting and finishing facilities, accommodation at the club for an unprecedented number of cars and trailers, find room for all the dinghies at the halfway stage on the tiny beach at the Tower and provide rescue launches all along the course. Even the experienced and efficient race officers of Ranelagh are bound to feel the strain, but the resulting spectacle should be worth the effort.

Sailing dinghies in the annual " Enterprise " race from Putney to Tower Bridge, London, and back

A line of dinghies of the International Cadet Class racing at Surbiton, in Surrey. They are all sailed by members of the Thames Sailing Club between the ages of ten and sixteen

Air comfort to SOUTH AFRICA



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MOTORING

WAITING FOR ZANDVOORT

Singer Vogue estate car; the new lorry route to the docks; news of hydrostatic transmission

By **COURTENAY EDWARDS**

The new Singer Vogue estate car, which costs £970, including tax

The snarl of fast-revving Grand Prix cars will echo among the sand-dunes this weekend at Zandvoort, in Holland, and the 1962 drivers' world championship programme will have opened. This year's Dutch Grand Prix is also the European Grand Prix for 1962—the honour goes round annually—and an exciting race is in prospect.

It will not be quite the same, of course, without the inimitable Stirling Moss, but the Zandvoort race will give the answers to important questions on which there has been much speculation and on which the championship largely depends.

Will Britain's new V-8 engines—Coventry-Climax and B.R.M.—be sufficiently powerful and reliable to take on and beat the Italian and German opposition this year? Will they (and particularly the Climax) be available in sufficient numbers? Are Porsche ready with their new, long-awaited, horizontally-opposed, 8-cylinder, air-cooled engine, or will they have to rely for another season on their well-tried but underpowered flat four unit ?

And how good are the 1962 Ferrari models? The Dutch Grand Prix should go a long way towards supplying the answers to these questions—and ammunition for many a heated argument at the Steering Wheel Club, the R.A.C. and in numerous bar parlours.

Yet another estate car from the Rootes Group: a station wagon version of the 1·6-litre Singer Vogue which shares with the saloon such refinements as dual headlamps, walnut fascia and trim and sports-type gear-change lever for the four-speed box.

The price is £970, including tax. That is £82 more than the cost of the new and basically similar Hillman Super Minx estate car to which I referred last week. Call it, if you like, a de luxe version of the new dual-purpose Minx, though I personally think the Singer goes further than that and can claim a personality of its own; and one which does not depend merely on the different radiator grille and its four-eyed look.

The new Vogue estate car offers plenty of room for four adults and 400 lb. of luggage (for which 28½ cub. ft. of space is available); or, with the rear seat squab folded flat, gives room for two adults and 700 lb. of baggage in 46 cub. ft.

Protruding loads can be supported by the open tail-gate and the strengthened floor of the cargo compartment has the further protection of steel runners. The spare wheel is housed in a special under-floor cradle, reached from outside the car, and the petrol filler is conveniently housed in the near rear wing. The car's suspension has been stiffened and for the same load-carrying considerations the tyres are of larger section than on the saloon.

Mr. Ernest Marples' new lorry route from M1 and A1 to London's docks and markets is an excellent idea and a good example of how London's traffic flow can be improved by the use of a little boldness and imagination while we await a proper system of urban motorways, ring roads, radial roads and other necessarily expensive but inevitable replacements of our present inadequate system.

If the lorry route is as successful as I think it will be in relieving congested streets in central London of much of their present embarrassment of heavy vehicles, it appears highly likely that the Transport Ministry will evolve other " specialist " routes for through traffic. Some of Mr. Marples' traffic measures —clearways, one-way systems, parking meters, yellow-line parking prohibitions and the like— are bound to cause inconvenience and annoyance to minority sections of the motoring public but the Minister must keep in mind the old political catch-phrase about the greatest good for the greatest number.

Incidentally, I 'm not so sure we can speak today of a clear-cut " motoring community." We are all part of this Motoring Age, whether we like it or not, and there are few of us to whom motoring, whether as driver or passenger, is not a common daily or weekly experience. By the same token it is surely silly to try to parcel up motorists and pedestrians into separate, opposing camps. Motorists are also pedestrians for many of their waking hours.

From time to time in this page I have predicted that sooner or later we would hear a lot more about hydrostatic transmission for motor vehicles. That I was not exactly talking through my hat is suggested by a recent announcement by the Department of Scientific and Industrial Research.

They state that their National Engineering Laboratory at East Kilbride, near Glasgow, has fitted up a Triumph Herald with this form of transmission and that they have just publicly demonstrated it for the first time. I asked an official of the Department for a simple explanation of the system and he replied: " Hydrostatic transmission consists of a pump, driven by the engine, which converts the power of the prime mover into oil pressure; and a hydraulic motor which converts the oil pressure back into rotary motion.

" It has the advantage that speed can be varied steplessly over a wide range and, since the pump and motor are connected by flexible piping, the transmission can easily be adapted to the configuration of any vehicle, machine or equipment. The units are comparatively small, robust and easily controlled.

" In our Engineering Laboratory's design of swashplate pump and motor, noise has been greatly reduced—it was one of the main drawbacks of earlier designs—and the transmission is almost as quiet as equivalent commercial electrical variable-speed drives."

With this transmission you dispense with gear-box and clutch. It is controlled by a single heel-and-toe pedal which you rock forward with the toe to operate the infinitely variable ratio and hinge back with the heel to engage reverse gear. In the test-bed Triumph Herald installation separate motors are used to drive each of the rear wheels. N.E.L. engineers are now trying to devise a control system which will automatically choose the best combination of throttle opening and gear ratio for any given road conditions.

The staff entrance and services annexe of the recently opened B.M.C. Design Block at Longbridge, Birmingham. Before this £550,000 block was built, the various design departments were scattered through the Corporation's factories. It was designed by B.M.C.'s architects Harry W. Weedon and Partners. The general drawing office is nearly 60,000 square feet in area. **Below:** The visitors and executive entrance of the new block

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1.
SATURDAY, MAY 19, 1962. Second-Class Postage paid at New York, New York

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

THE CHANGING FACE OF LONDON. I am writing this on the seventh floor of one of London's most recent hotel developments—the 75-bedroomed *Hertford* on the Bayswater Road. I have viewed it earlier, but my wife and I are staying here for the first time. She is in the seventh heaven of delight, " here is everything," she exclaimed, " that I have ever looked for in an hotel bedroom." A concealed dressing-table—when I am not using it as a writing-desk—lights in the right places (all controllable from the divan bedsides when necessary), there is a full-length mirror in the built-in wardrobe and large picture windows providing fascinating views over Kensington Gardens and London's changing sky-line. A bedroom by night, the majority of rooms, double and single, make charming sitting-rooms by day.

Being a newly-constructed hotel (first opened on August 30, 1961) every bedroom has its fully-furnished private bathroom, and what detailed thought has gone into them. Again, a woman's mind must have been at work—a bowl of soap flakes, tissues, a nylon washing line and, of course, for the man, shaver points.

Have I exhausted the details for this hotel ? Not quite. A telephone by our bedside, radio and a plug for a television set (hireable by the day) complete the picture. The cost of our apartment ? 40s. per person per night, and cheap at the price. There are so many hotels in London that operate almost entirely on a bed and breakfast basis, but at the *Hertford* both residents and non-residents are encouraged to make full use of the cocktail lounge and restaurant on the first floor.

There are three final thoughts in appreciation of this Trust House enterprise. Meal times are elastic, room service seems to be available almost around the clock, and for the motorists there is a garage immediately *under* the hotel.

For thirty years and more I have attuned my mind to the varied requirements of my *Sphere* readers. Some seek the latest in luxurious environment, others are content with comfort at a cost compatible with their personal incomes. Last year we found two such hotels surprisingly central for theatres, shops, the City and railway stations, and both, as far as their back rooms were concerned, unbelievably quiet. They are the *White Hall Hotels*—one in Montagu Street adjacent to the British Museum and the other in Bloomsbury Square.

The first appeals mostly to families from this country and overseas, those that have study work to do in the Museum and a regular clientele on their occasional shopping and theatre-going expeditions to London.

The *White Hall* in Bloomsbury Square concentrates more on a business and transient clientele. Each weekday both cocktail lounge and restaurant are patronised by the professional and business interests of Holborn and around. Some rooms are adaptable for small conferences. I heard with interest that when parents wish to go out of an evening, a " sitter-in " could be arranged, given prior notice.

Both hotels are fully licensed and bed and breakfast terms run from 32s. 6d. to 37s. 6d. a day. Both also have lifts and a surprising and most unexpected feature of the *White Hall* in Montagu Street is a garden—length about the size of two tennis courts—where one can have afternoon tea on the terrace on summer days. And this in about the most central spot in London !

By Underground from Holborn I dodged all traffic jams and booked to Knightsbridge, a neighbourhood where it is a joy to shop. Within a few minutes' walk of the enticement of Harrods, my wife and I lunched at *The Cadogan Hotel* in Sloane Street. A 94-bedroom hotel, *The Cadogan* provides an air of quality and quietude with a long-service staff, who have retentive memories and take pride in welcoming regular visitors. Here one can take one's ease after the fatigue of shopping, sip one's cocktail in a lounge (named inappropriately for such a stronghold of British tradition—American Bar) and then repair to a restaurant with the choice of *à la carte* or *table d'hôte* menus.

Personally, we usually find the 12s. 6d. luncheon and 15s. dinner provides adequate choice, and we particularly commend the daily *hors d'œuvre* trolley for a wide selection and generous helpings. As an indication of bedroom charges at *The Cadogan*, they range from 42s. a night.

For those who seek service rooms rather than an hotel, I can give four sound addresses:

Hans House, 16, Hans Road, W.3, facing the rear of Harrods and with the advantages of an authorised parking area and a taxi rank. The accommodation comprises service suites, consisting of bedroom and sitting-room (or bed-sitting room), all with private bathroom, toilet, telephone, central and electric heating. The terms cover apartments and full cooked breakfast, in one's suite, of course. Price of apartments from 39s. to 52s. 6d. per person.

Then there is *Stanhope House*, 59, Cromwell Road, S.W.7. This is an elegant house, well furnished and efficiently run by Madame Gilles (French), whose late husband was a well-known hotelier. Occupying a corner site, a number of bedrooms have private bathroom and face on to Stanhope Gardens.

Henley House at 30, Barkston Gardens, S.W.5, is quietly situated yet is only a minute or so from Earls Court Underground station and bus stops. The owners, Mrs. Brinjes and her daughter, are intensely house-proud; bedrooms are most comfortable and modernly furnished, and fresh flowers are a pleasing welcome to country-lovers and town dwellers alike. Bed and breakfast terms 27s. 6d.

Belmont Hotel, Devonshire Terrace, Lancaster Gate, W.2. Three minutes' stroll from the Bayswater Road and Hyde Park is this 30-bedroom Georgian-style building, where at night-time the silence is as profound as in the depths of the country. This hotel, which, incidentally, is under the same direction as the *Two Bridges Hotel*, Dartmoor, should well suit those who seek comparatively inexpensive accommodation on a bed-and-breakfast basis only. Terms from 25s.

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THE WIND OF CHANGE
The obsolete farthing has disappeared. Pennies, though, still have their uses and are a reminder of the old adage " Take care of the pence and the pounds will take care of themselves." Those who study costs would be well advised, next time they plan a visit to London, to stay at
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one of the eight North Hotels of London which offer, in considered opinion, the best hotel value in London. To save your pence in telephoning one or more of the North Group, write or telephone Miss F. Sterling, M. F. North Ltd., 14, Cromwell Place, S.W.7 (Kensington 1212), for tariff of all the North Hotels and a useful map showing you the location of each hotel and the pleasantest ways to get around London expeditiously and economically, Underground and overground.

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